

# *City Plan Commission Public Hearing*

## *September 20, 2016*



Image Source – City of Richardson



**MAIN STREET / CENTRAL - REZONING INITIATIVE | PHASE III SOUTH END**

Kimley»Horn  
**JACOBS**  
Richardson, Texas

# Agenda

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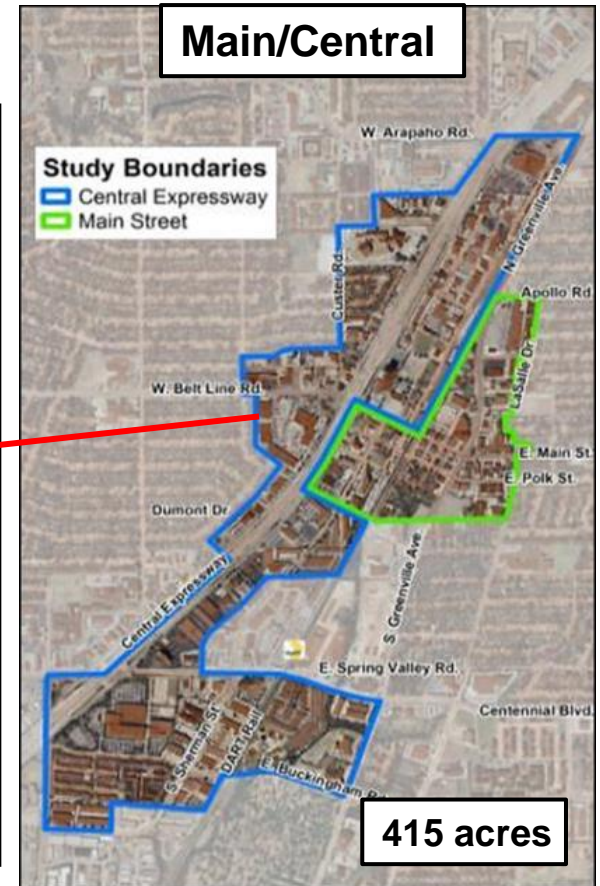
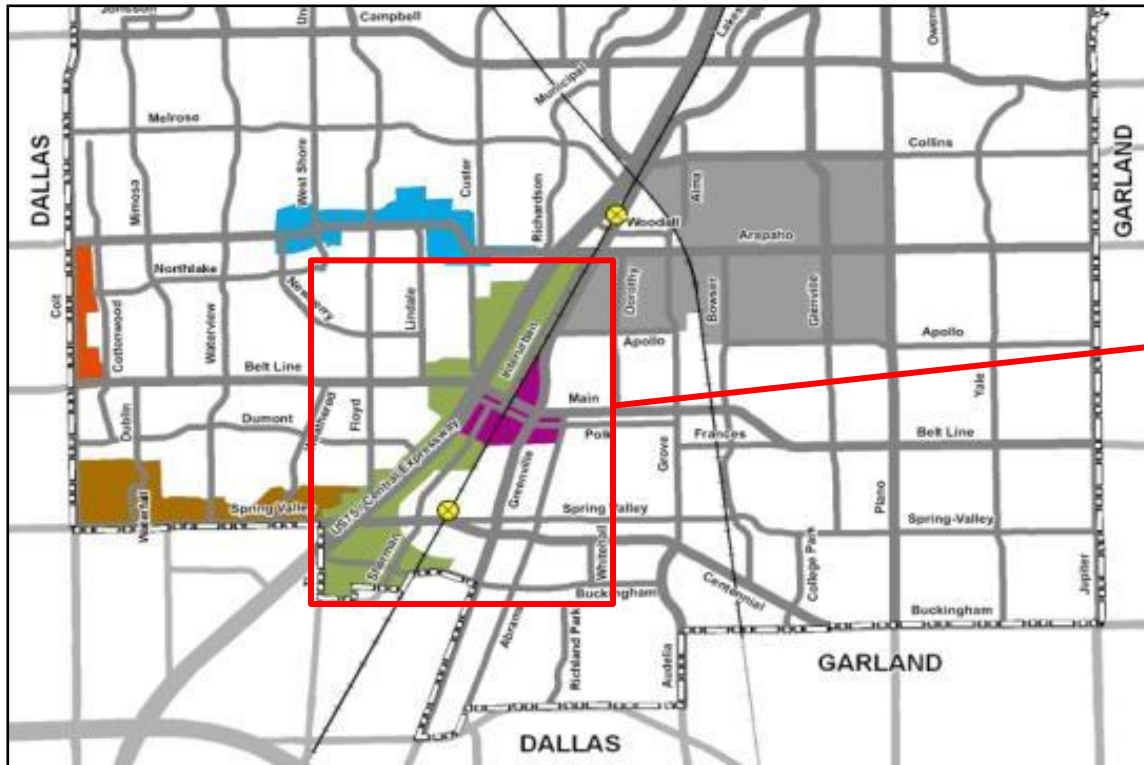
- Project Overview
- Community Input Process
- Key Direction from City Plan Commission and City Council
- Code Layout, Organization and Content
- Next Steps



# **Project Overview**

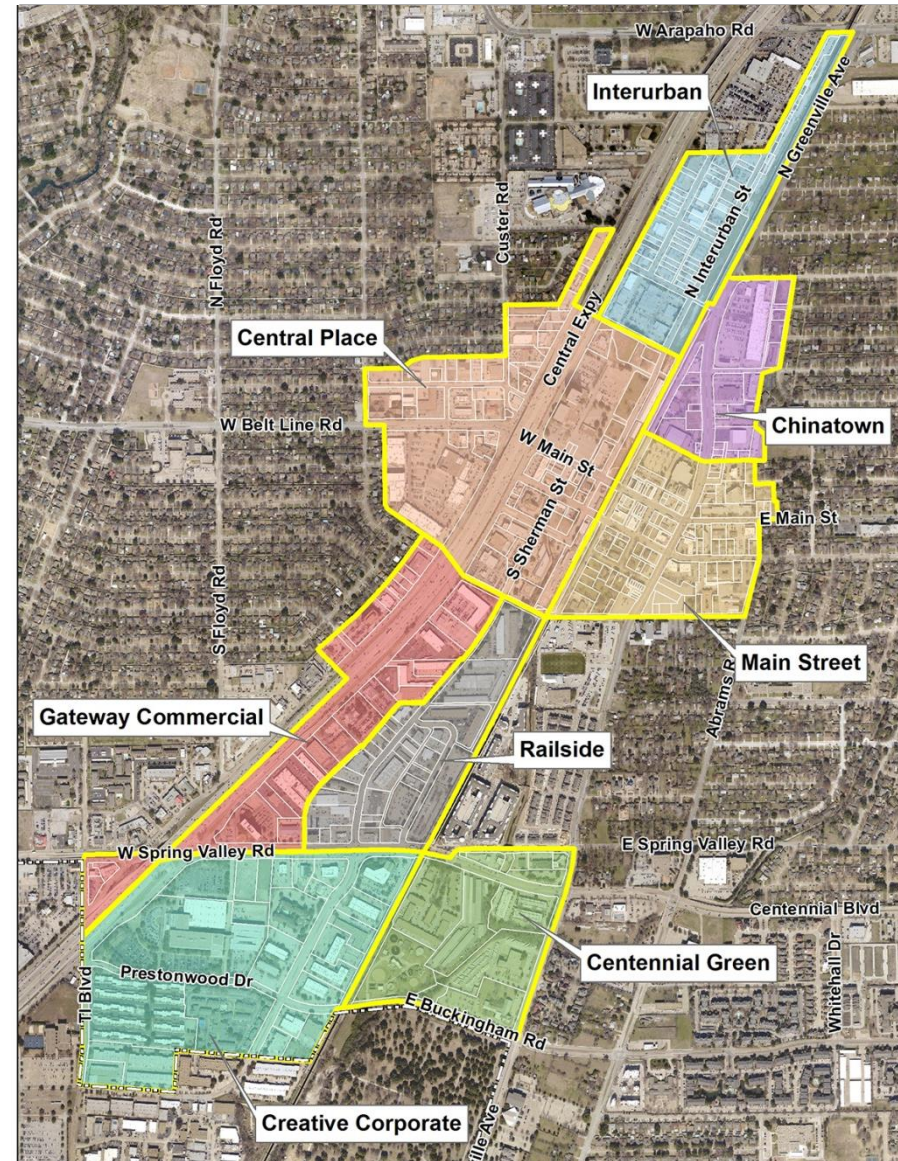
# 2009 Comprehensive Plan – Six Enhancement Areas

- West Spring Valley (Implementation)
- East Arapaho/Collins (Implementation)
- West Arapaho
- Coit
- **Old Town/Main Street** (Implementation)
- **Central** (Implementation – portion of corridor)



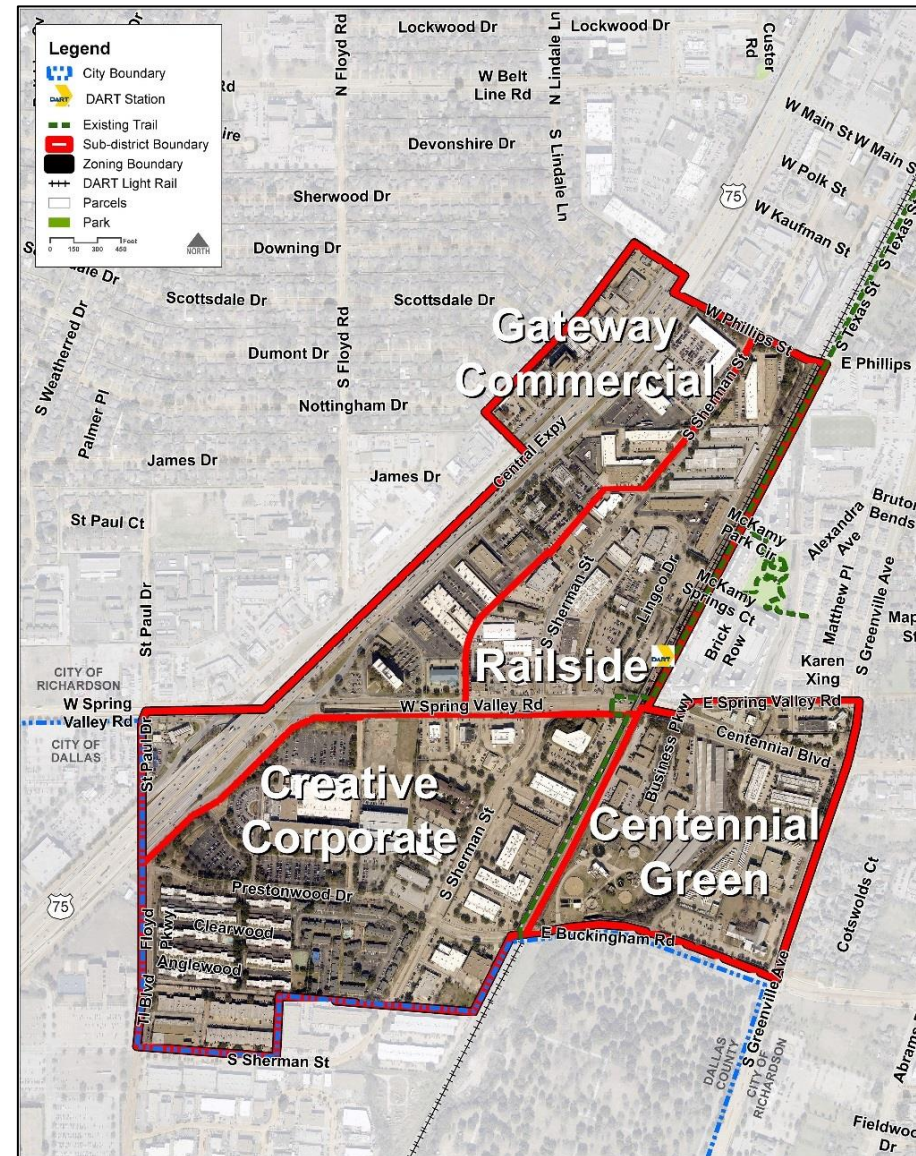
# Main Street / Central Expressway Project

- **Phase I** created a vision for the study area and for each of 11 sub-districts based on community goals and market realities (2013)
- **Phase II** created a Form Based Code for the 4 Central Sub-districts (2015)
- **Phase III** focuses on the 4 Southern Sub-districts and will create a Form Based Code for these areas (2016); includes refinements to the existing Code in the Central Sub-districts



# Phase III Southern Sub-district Changes

- **Gateway Commercial** – the southern boundary shifted north to Spring Valley Road
- **Creative Corporate** – the northern boundary shifted north to Spring Valley Road
- **McKamy Spring** – became “Centennial Green” and took in the “triangle” between Centennial Boulevard and Spring Valley Road but not the area west of the Spring Valley DART Station (both areas currently part of Spring Valley Station PD)
- **Trailside** – became “Railside” and extended south to Spring Valley Road to take in the area west of the Spring Valley DART Station (currently part of Spring Valley Station PD)



# Vision – Gateway Commercial Sub-district

- Focuses on creating a commercial development “gateway” to Richardson
- Builds upon, supports and extends the vision established for the area west of US 75 in the West Spring Valley redevelopment strategy (i.e. mixed-use, mid-rise office and hotel uses in an urban form), including establishing a new business “address”



# Vision – Creative Corporate Sub-district

- Focuses on attracting creative, innovative corporations to the corridor
- Supports public desire to attract businesses oriented to creativity, design, and “knowledge” workers



# Vision – Centennial Green Sub-district

- Establishes future phases for ultimate build out of transit-oriented development at the nearby Spring Valley Station
- Provides support housing for Creative Corporate and Gateway Commercial sub-districts



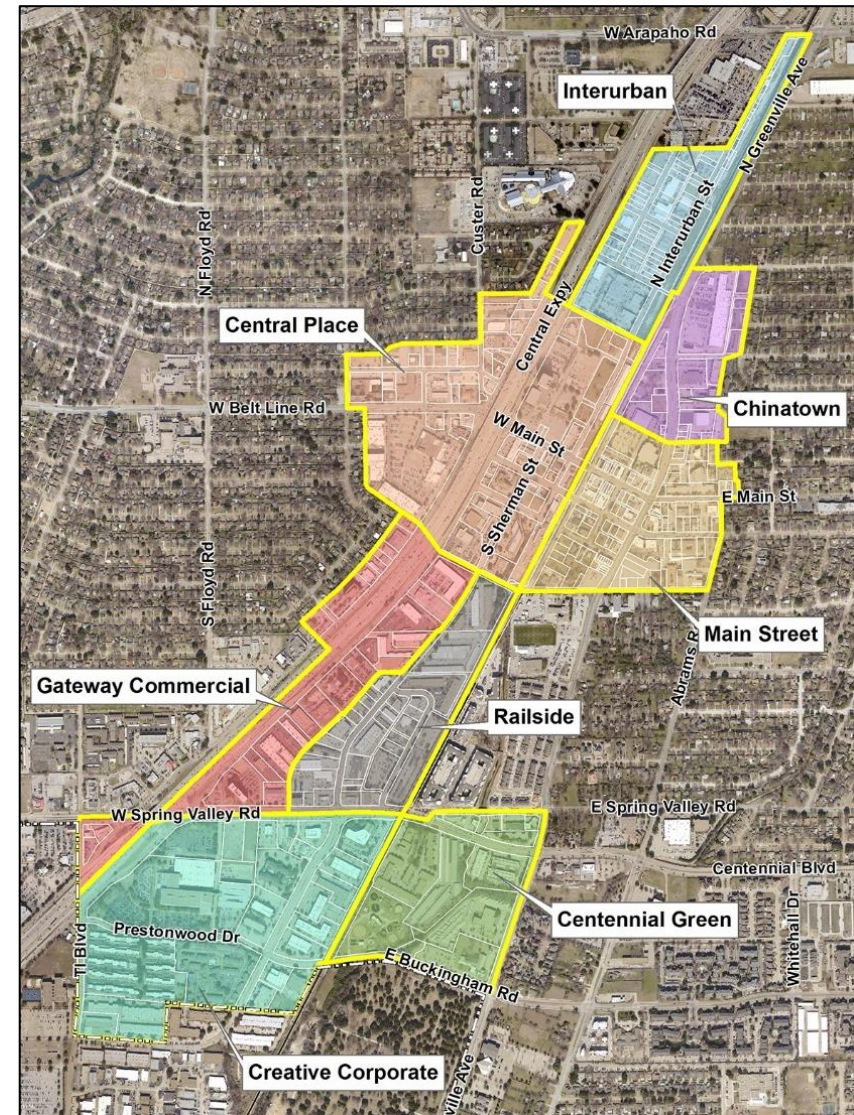
## Vision – Railside Sub-district

- Positions Richardson as a community concerned with sustainability and the arts
- Focuses on adaptive reuse of existing industrial buildings
- New development (including residential and other transit supporting uses) is also envisioned with high quality urban character



# Sub-districts for Discussion Tonight

- **Southern Sub-districts (New Code)**
  - Gateway Commercial
  - Creative Corporate
  - Centennial Green
  - Railside
- **Central Sub-districts (Refinements to Existing Code)**
  - Main Street
  - Central Place
  - Chinatown
  - Interurban



# **Community Input Process**

# Community Input

The project has used a variety of techniques to gain input from property and business owners, Richardson residents, and other stakeholders:

- Community and Stakeholder Involvement, Round 1
  - Property and business owner meetings on March 2 and 3, 2016 – 62 participants
  - Community Workshop on March 29, 2016 – 65 participants
  - Online Survey during April 2016 – 295 responses
- Community and Stakeholder Involvement, Round 2
  - Property and business owner meetings on July 11 and 12, 2016 – 27 participants
  - Community Workshop on July 12, 2016 – 35 participants
- Input from stakeholders was presented to CPC/City Council at key points in process for feedback and direction



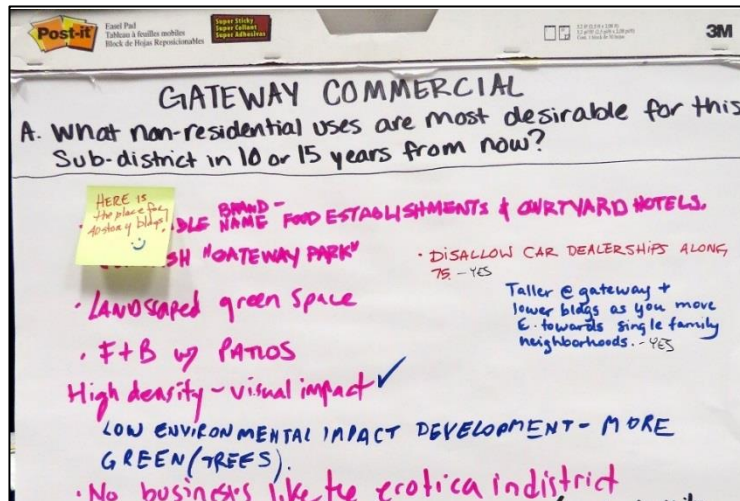
# Property and Business Owner Meetings Series 1 – Synopsis

- Gateway Commercial & Trailside  
(*now Railside*)
  - Overall vision is sound
  - Mixed opinions about residential in these areas
  - Auto-related uses need to be somewhere in Richardson
  - Support for higher development intensity
- McKamy Spring  
(*now Centennial Green*)
  - So far, DART station hasn't led to development envisioned in the existing Spring Valley Station PD
  - The existing PD has created "no man's land"
  - Support for industrial uses
  - More parking is needed
  - Issues about accessing North Central Expressway safely
  - Mixed opinions about combining this sub-district with others
- Creative Corporate
  - Business and its tenants love this location
  - Interest in better bike/pedestrian connection to DART station
  - Want to see revitalization of apartments to south
  - Support corporate expansions
- Central Sub-districts
  - Investments have been made and results are positive so far
  - Experience with Code generally good
  - Details to refine relate to dumpsters, fencing, other clarifications
  - Parking remains a concern
  - Street improvements and repairs needed



# Summary of Input, Community Workshop #1

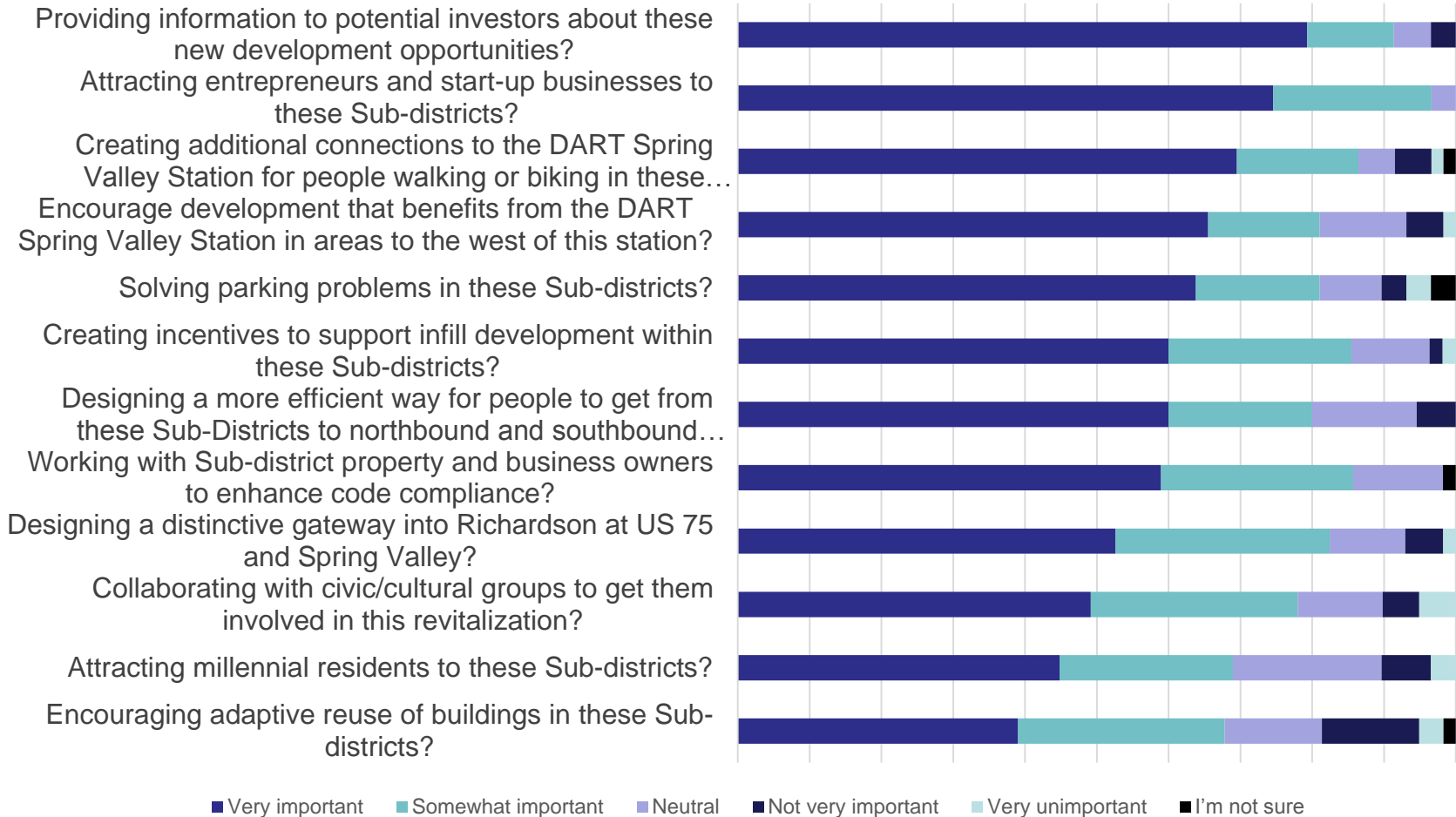
- For Southern Sub-districts, comments provided regarding:
  - Public open space and parking locations
  - Residential uses
  - Live/work units
  - Possible access and circulation improvements
  - Future sub-district character
- For Central Sub-districts, comments provided related to refinements to existing Code



# Community Workshop #1 – Keypad Polling Results

How important is this action as a next step for revitalization of the south end of the Main Street / Central Expressway Corridor?

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%



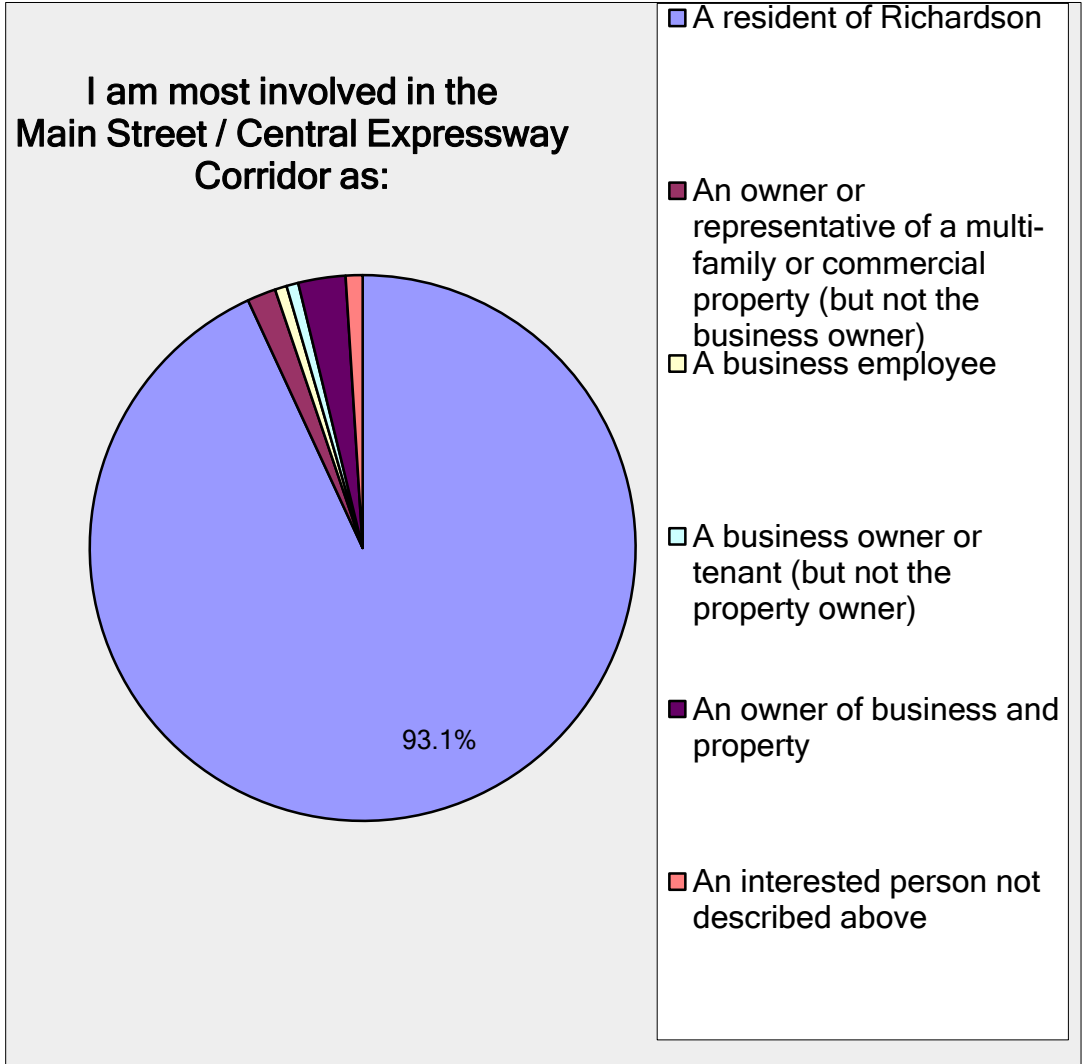
## Online Survey - Overview

- Survey developed to provide additional opportunity for public input
- Questions reflected discussion at Property and Business Owners Meetings and Community Workshop
- Survey was available from April 9<sup>th</sup> through April 26<sup>th</sup>
- 295 responses received
- Most replied to multiple choice questions; about 50 provided comments on open-ended questions



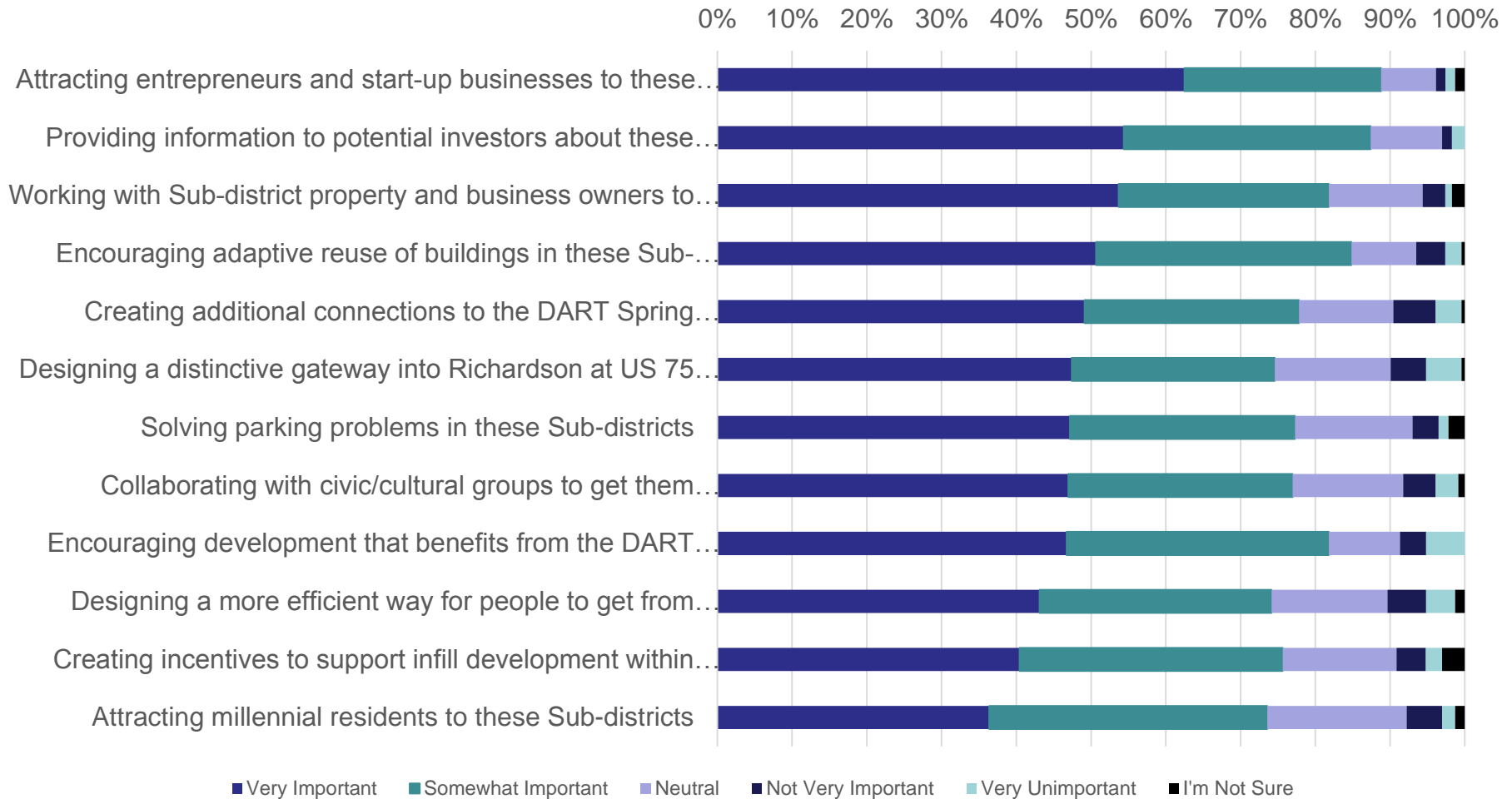
# Online Survey – Participants

- Almost all were Richardson residents (93%)
- Most had not been involved previously
  - 17% involved in visioning phase
  - 16% involved in Form Based Code for central sub-districts
- Just over half (54%) felt there has been improvement to the area



# Online Survey Results

How important is this action as a next step for revitalization of the south end of the Main Street / Central Expressway Corridor?



# Property and Business Owner Meetings Series 2 – Synopsis

- Gateway Commercial
  - Building heights seem appropriate – good for business
  - The proposed uses are appropriate
  - The proposed street connection from the US 75 Frontage Road to Sherman Street is a great idea
- Central Sub-districts
  - Would like to see additional materials allowed for patio enclosures
  - Discussion/clarification was provided related to proposed on-premise alcoholic beverage consumption exemption
  - The alternate Belt Line Road/Main Street cross-section was supported
- Creative Corporate/Centennial Green
  - Support shown for green aspects (envisioned creek/open space amenities) of Centennial Green
  - Proposed building heights are appropriate
  - Proposed uses are reasonable – should consider adding High Tech Manufacturing (stand alone) to Creative Corporate with a Special Permit
  - A strong connection between Creative Corporate and the DART Station is needed



# Property and Business Owner Meetings Series 2 – Synopsis

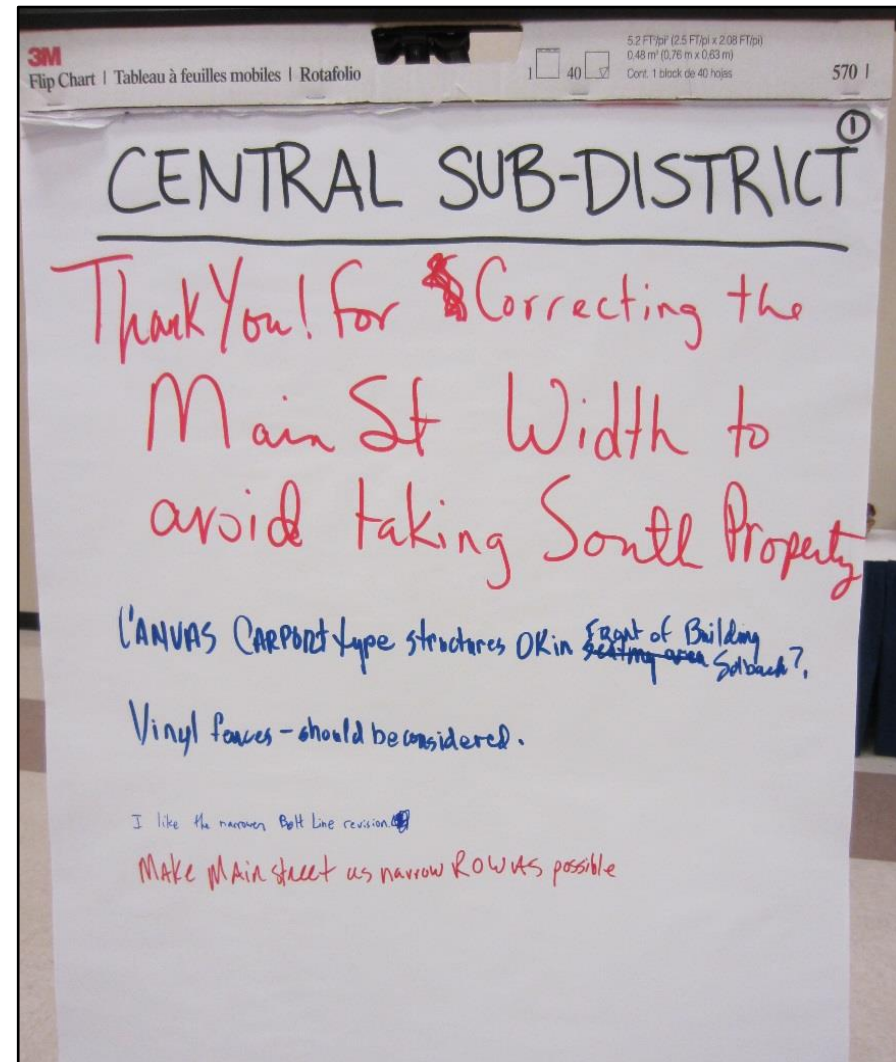
## ■ Railside

- Achieving the allowed building heights would be difficult due to existing parcel sizes – would like to see the proposed heights achieved
  - The proposed street connection (US 75 to Sherman Street) is a positive addition
  - Would like to have the ability to have landscaping in the area
- Many questions/concerns expressed related to non-conformities:
    - Need to be able to expand building in order to stay in place
    - Concerned that small business owners will be forced out if a big developer comes in and wants to develop
    - Body shops on same campus with new car dealerships should be accommodated
    - Auto related activity inside of a building should be allowed
    - Concerned that if a fire occurs, existing businesses may not be able to rebuild or continue their use
    - Employees from auto-related uses support other businesses in town



# Summary of Input, Community Workshop #2

- Information was gathered for each of the Southern Sub-districts related to desired uses, building heights and street types
- Information was gathered at a Central Sub-district station related to an alternate street cross-section for Belt Line Road/Main Street (west of Greenville Avenue) and proposed Code amendments



## **Key Direction from City Plan Commission and City Council**

# City Council and City Plan Commission Involvement

- City Council (CC) and City Plan Commission (CPC) involvement and direction
  - Briefings - January 4 and 19, 2016
  - Tours - April 30, 2016 and May 17, 2016
  - CC Work Sessions - May 2 and August 1, 2016
  - CPC Work Sessions - May 3 and August 2, 2016
  - CPC / CC Joint Work Session - June 20, 2016
- The following identifies key topics and direction provided by the CPC / CC for developing the draft Code



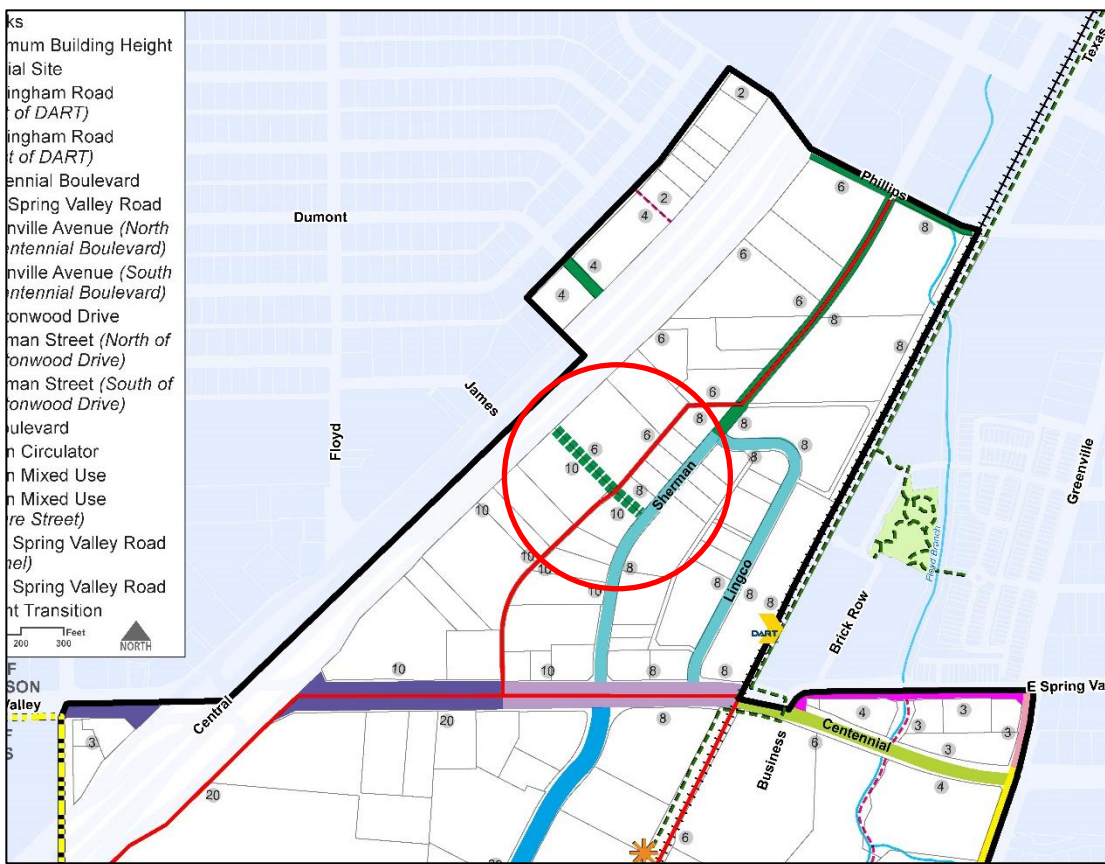
# Gateway Commercial Sub-district – CPC / CC Direction

- ✓ Use:
  - Allow multifamily residential with Special Permit (min. 40 units/ac.)
  - Allow uses sub-district wide which includes the triangle area bounded by US 75, West Spring Valley Road and St. Paul Drive
  - Allow live/work uses
- ✓ Building height:
  - East side of US 75 (no residential adjacency)
    - Allow 6 stories north of future street
    - Allow 10 stories south of future street
  - West side of US 75 near Dumont Drive (includes existing 4-story building adjacent to existing residential neighborhood) – allow up to 4 stories
- ✓ Allow development regulations to be flexible along US 75 to allow regional commercial buildings the option of locating close to the frontage road or set back to include parking in front (similar to Central Place and Interurban sub-districts)



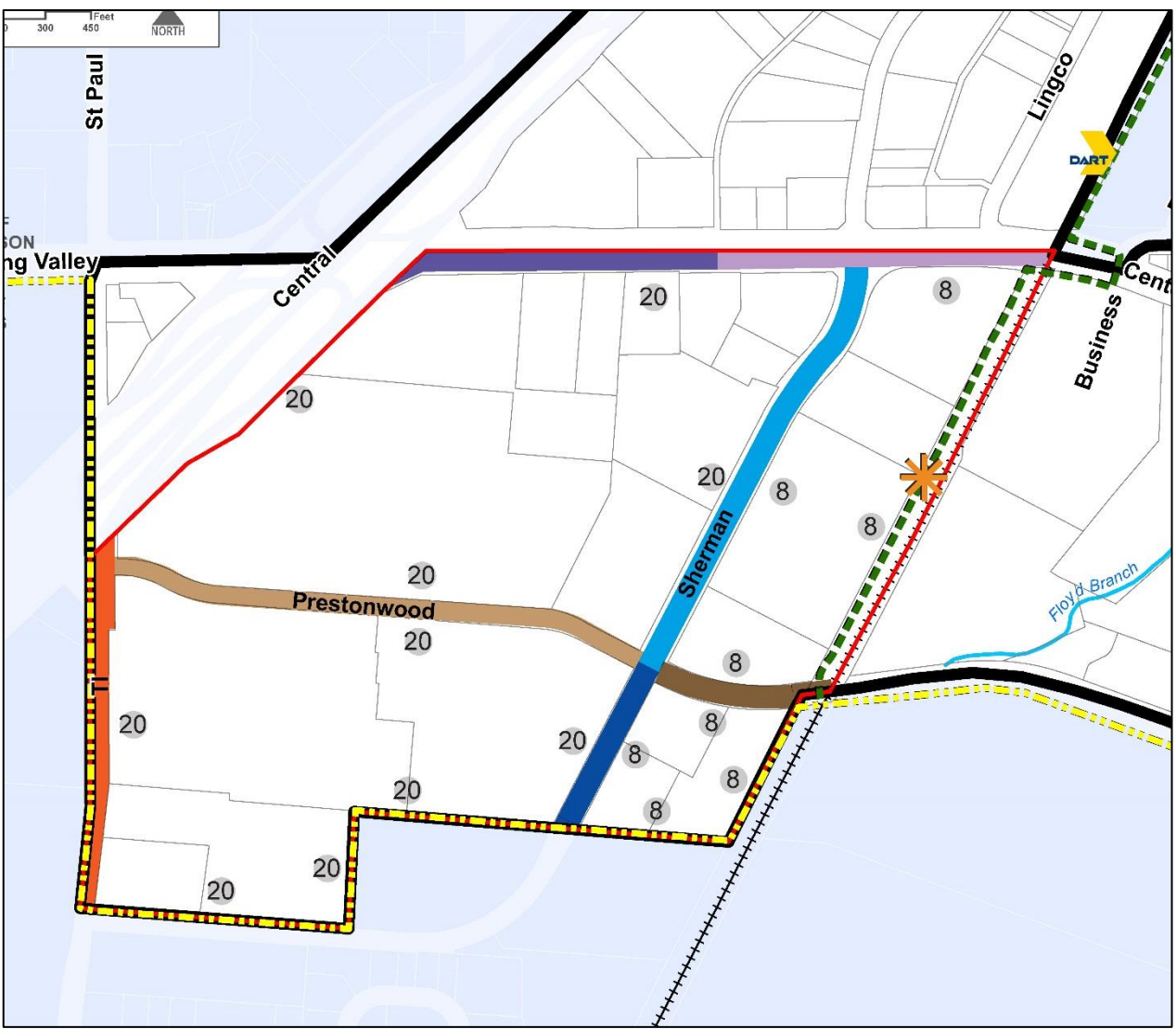
# Gateway Commercial Sub-district - CPC / CC Direction

- ✓ Allow new street connection between US 75 and Sherman Street
  - Improves circulation within area due to access limitations associated with Spring Valley Road (existing underpass/tunnel)
  - Builds upon past planning efforts of Spring Valley Station PD
  - Likely to be constructed as part of a complete redevelopment scenario
  - The street location currently shown has been further refined since 6/20 and shifted to the south to avoid an existing building



# Creative Corporate Sub-district – CPC / CC Direction

- ✓ Building height:
  - Allow 20 story building height on the east side of Central Expressway and west of Sherman Street
  - Allow 8 story building height between Sherman Street and the DART Rail Line



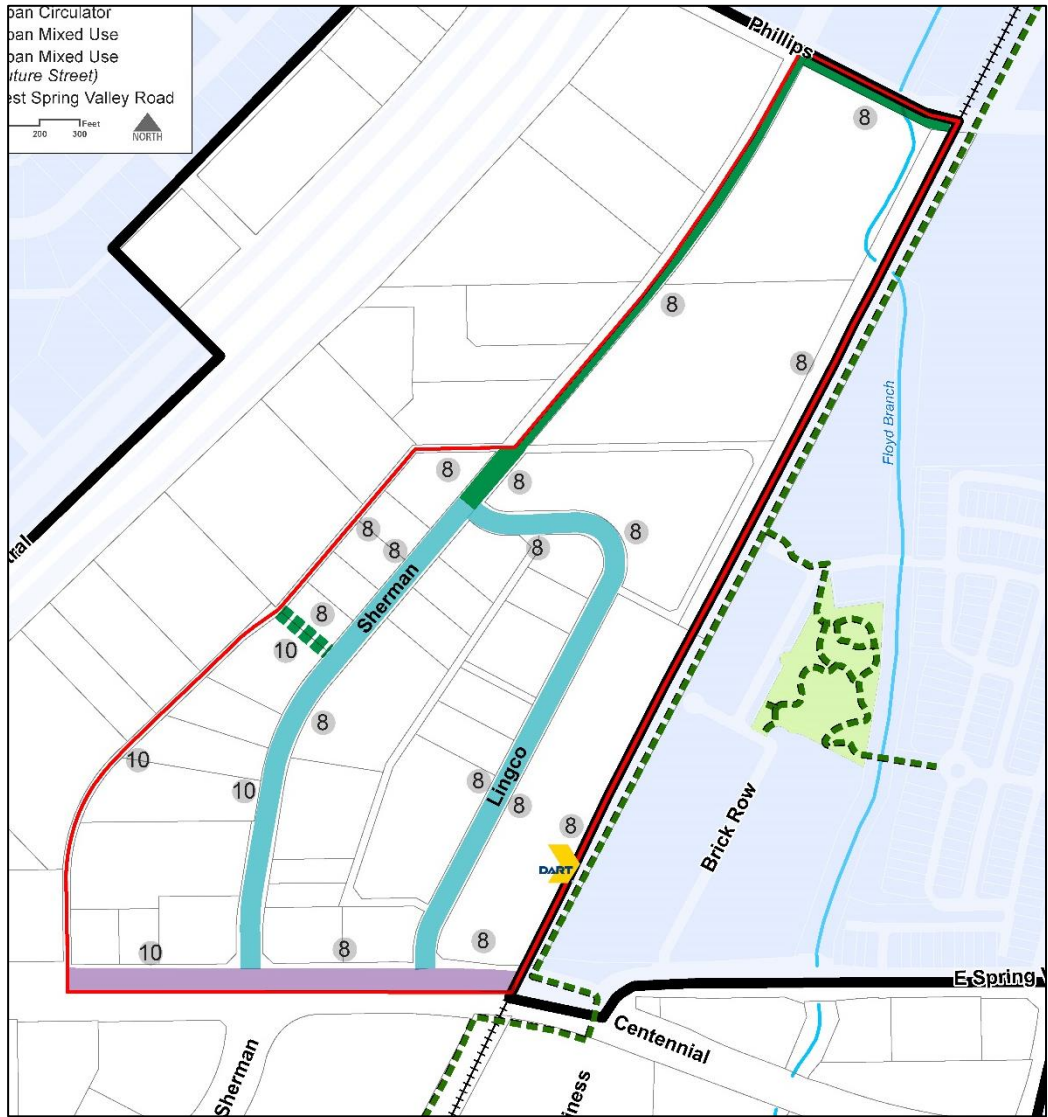
# Creative Corporate Sub-district – CPC / CC Direction

- ✓ Use:
  - Multi-family residential uses likely appropriate in this sub-district but do not want this to become a predominantly residential district
  - Allow multi-family residential with Special Permit (min. 40 units/acre)
  - Allow live/work uses
- ✓ Allow free-standing retail/restaurant/commercial uses (i.e. not requiring the uses to be limited to the ground floor of mixed use buildings)
- ✓ Provide a bike/pedestrian trail connection to DART that is comfortable for nighttime use (West Spring Valley Road and Prestonwood Drive/Buckingham Road)



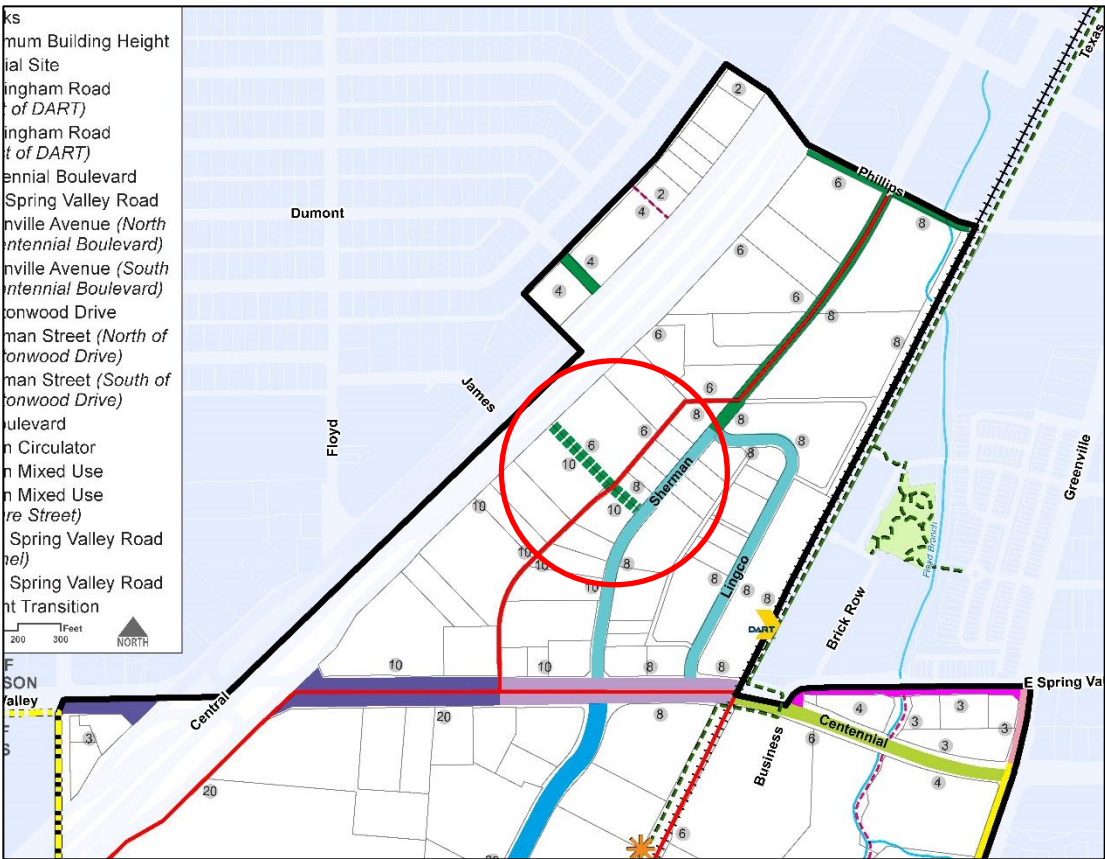
# Railside Sub-district - CPC / CC Direction

- ✓ Building height:
  - East side of Sherman Street – allow 8 story building height
  - West side of Sherman Street:
    - Allow 8 story building height north of Future Street
    - Allow 10 story building height south of Future Street



# Railside Sub-district - CPC / CC Direction

- ✓ Allow new street connection between US 75 and Sherman Street
  - Improves circulation within area due to access limitations associated with Spring Valley Road (existing underpass/tunnel)
  - Builds upon past planning efforts of Spring Valley Station PD
  - Likely be constructed as part of a complete redevelopment scenario
  - The street location currently shown has been further refined since 6/20 and shifted to the south to avoid an existing building



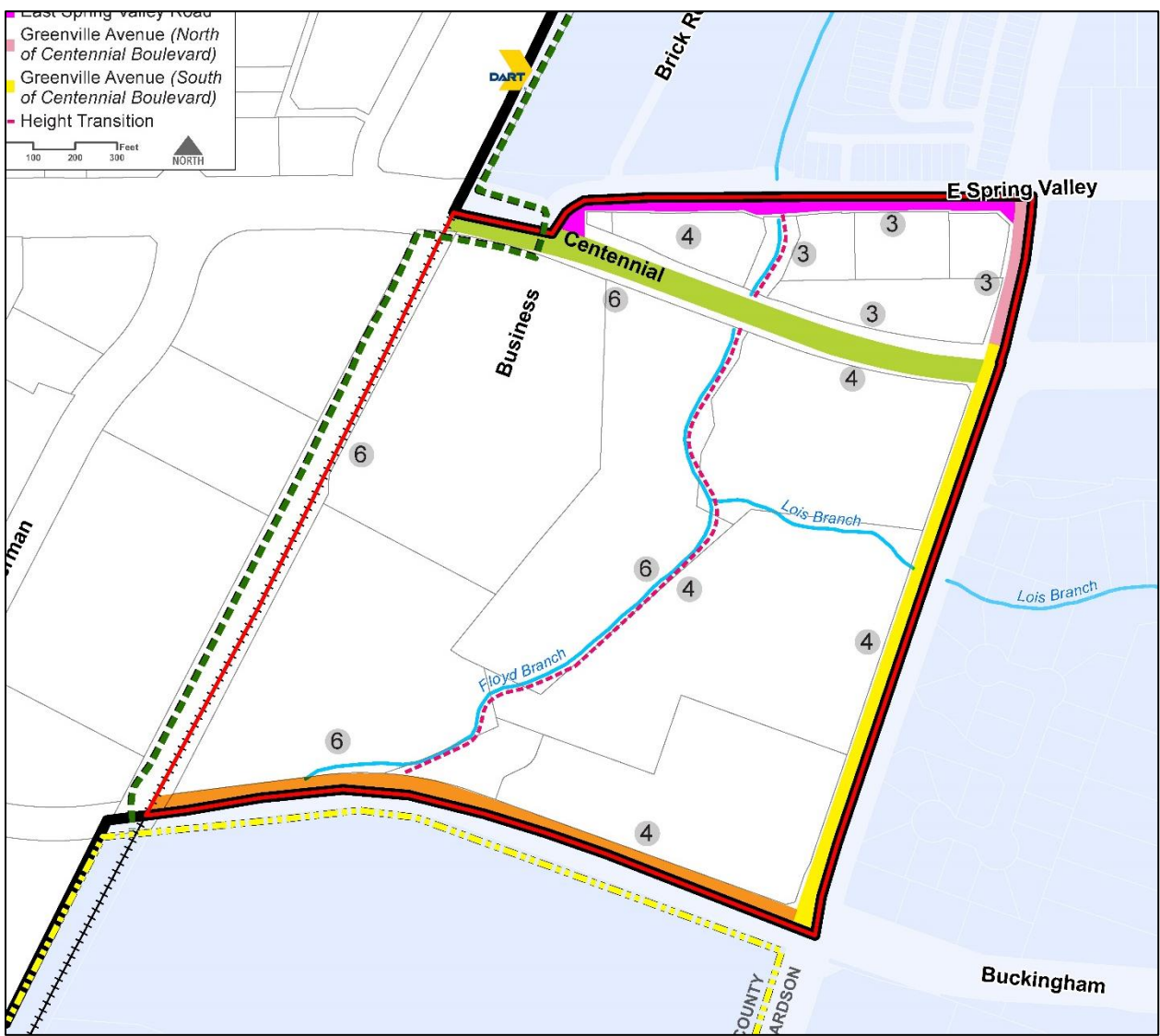
# Railside Sub-district - CPC / CC Direction

- ✓ Use:
  - Continue to allow retail, personal services, restaurant and office uses (similar to the existing Spring Valley Station District)
  - Allow artisanal manufacturing and artist-related uses
  - Allow multi-family residential and single family attached residential uses by right
  - Allow live/work uses
- ✓ Remove the existing caps on residential units and building square footages to allow the area's development to respond to the market
- ✓ Prohibit loading operations on public streets
- ✓ Maintain current direction related to previously approved non-conformities for the corridor



# Centennial Green Sub-district - CPC / CC Direction

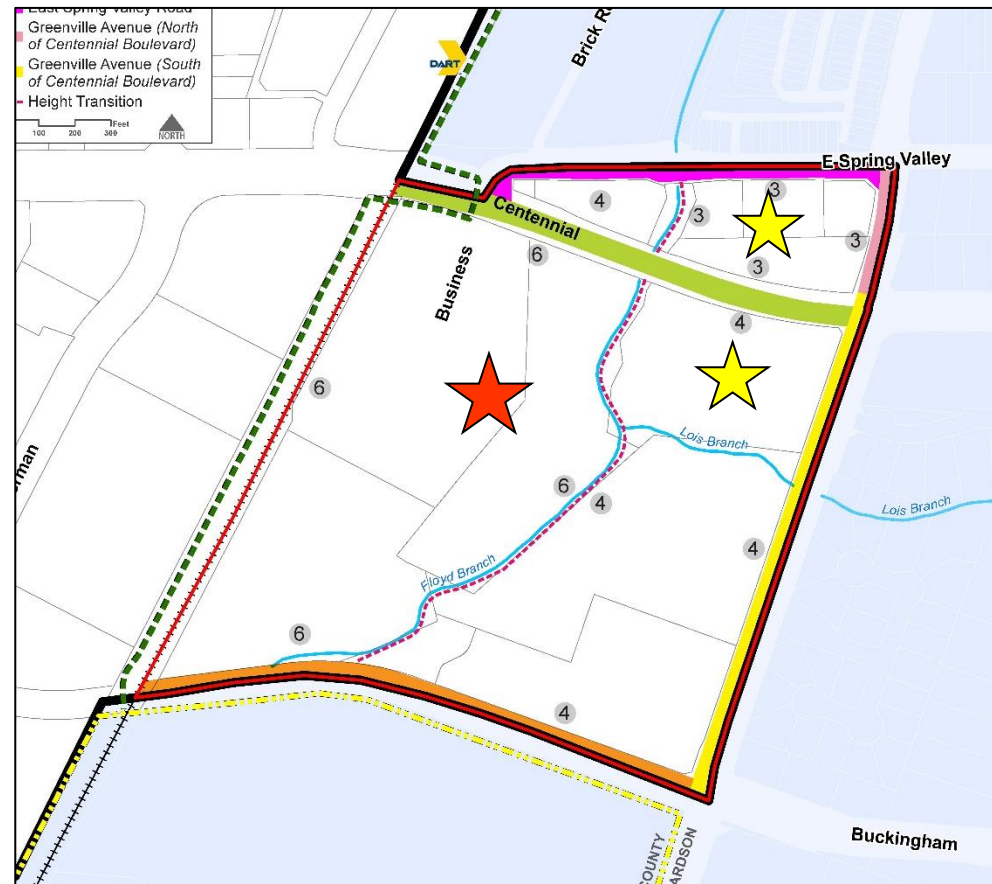
- ✓ Building height:
  - Allow 4 story building height across Greenville Avenue from existing single family residential uses
  - Allow 3 story building height across East Spring Valley Road from existing SFA



# Centennial Green Sub-district - CPC / CC Direction

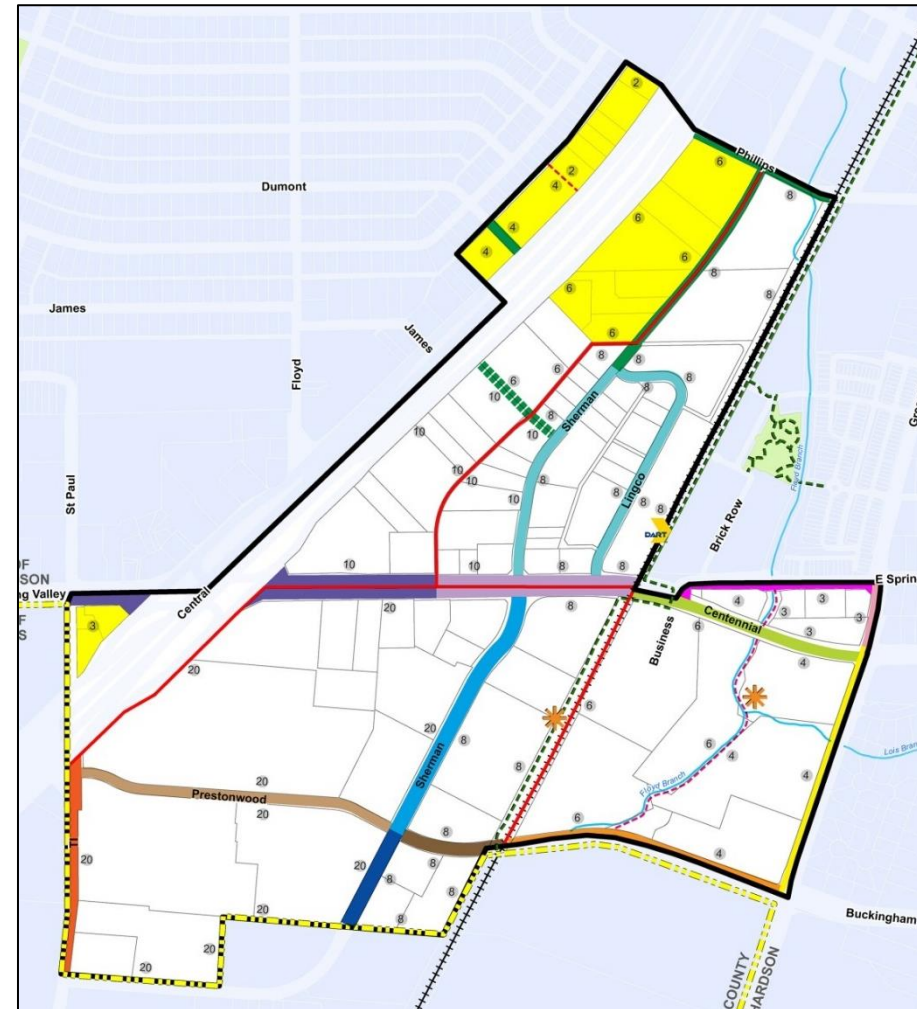
## ✓ Use:

- Allow residential uses by right (MF, SFA and SF detached)
- Allow free-standing non-residential uses (office, retail, restaurant) within the existing “triangle” area and at the SW corner of Greenville Avenue and Centennial Boulevard (★)
- Allow non-residential uses west of Floyd Branch limited to the ground floor only (i.e. vertically integrated) (★)
- Allow live/work uses



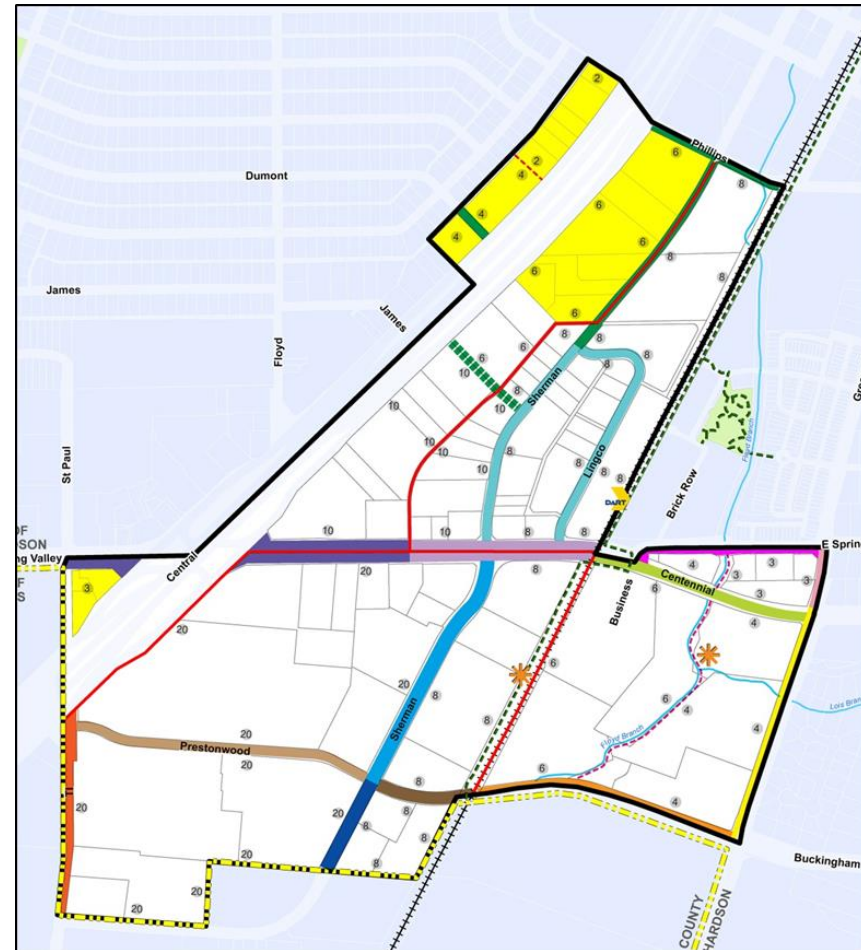
# Auto Related Uses - CPC / CC Direction

- All existing uses allowed to continue operating as non-conforming uses
- Subject to non-conforming provisions within Code
- Gateway Commercial Sub-district:
  - Allow with Special Permit on west side of US 75 and on east side of US 75 within 1000 ft. of Phillips Street (yellow areas on map)
  - Prohibited elsewhere in sub-district
- Creative Corporate, Railside and Centennial Green Sub-districts:
  - Prohibit - Existing uses non-conforming today due to no Special Permit; or uses not allowed under current zoning (SVSD)



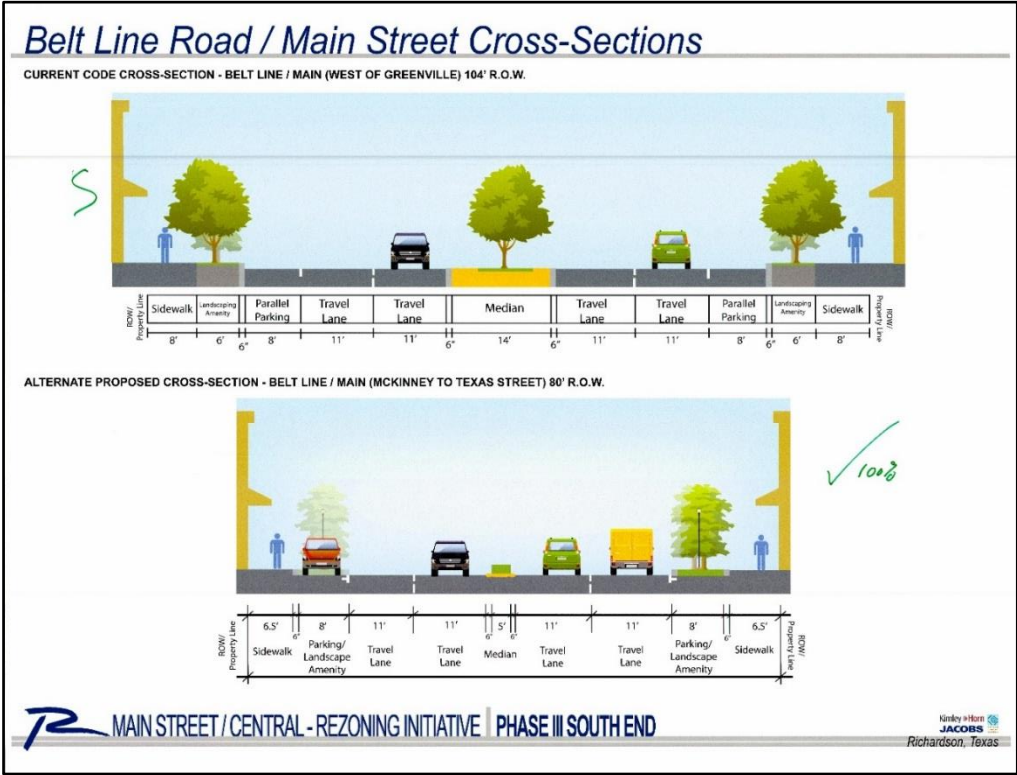
# Auto-Related Uses – Post Code Adoption

- All existing Special Permits will cease to exist with the adoption of the new Code for the Southern Sub-districts
  - Current Special Permits were connected to the standard zoning districts under which they were granted [(e.g. C-M, I-M(1), SVSD)]
  - Similar approach as Central Sub-districts
  - Exception: retain existing Special Permits for KJ Auto, Richardson Auto Glass (future location) and 7-Eleven
- Uses are allowed to continue operating as non-conforming uses in accordance with the non-conforming provisions for the corridor
- Properties only within the yellow shaded area are allowed to request a Special Permit to become legal conforming uses



# Belt Line Road / Main Street - CPC / CC Direction

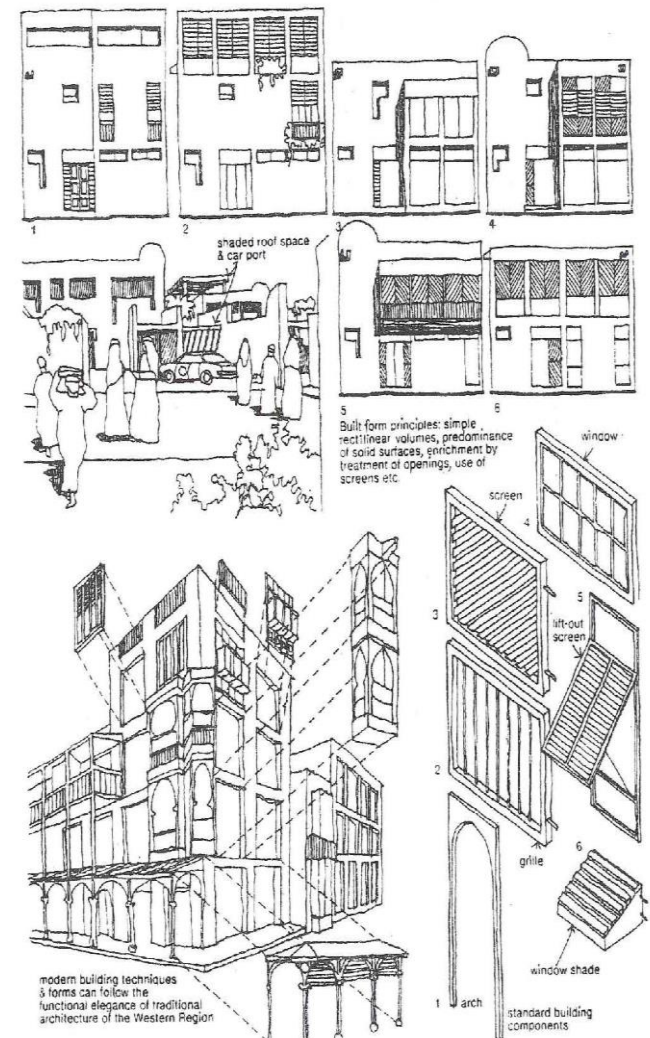
- Belt Line Road / Main Street cross-section (between Texas Street and Greenville Avenue)
  - Replace the existing coded Belt Line Road / Main Street cross-section with the new alternate 80-foot right-of-way cross-section



# **Code Layout, Organization and Content**

# What is a Form Based Code?

- Builds off vision of the Main Street/Central Expressway Study accepted by City Council in January 2013
- Provides predictability for property owners and investors
- Focuses on a high-quality public realm
- Builds off best form of each area and enhances areas with cohesive design and a comprehensive mix of uses
- Combine uses in core area to create a social center and walkability
- Connected pedestrian, bicycle and street network
- Balance appropriate density with creating urban environment
- Strategic mix of uses promoting activated spaces and social interaction



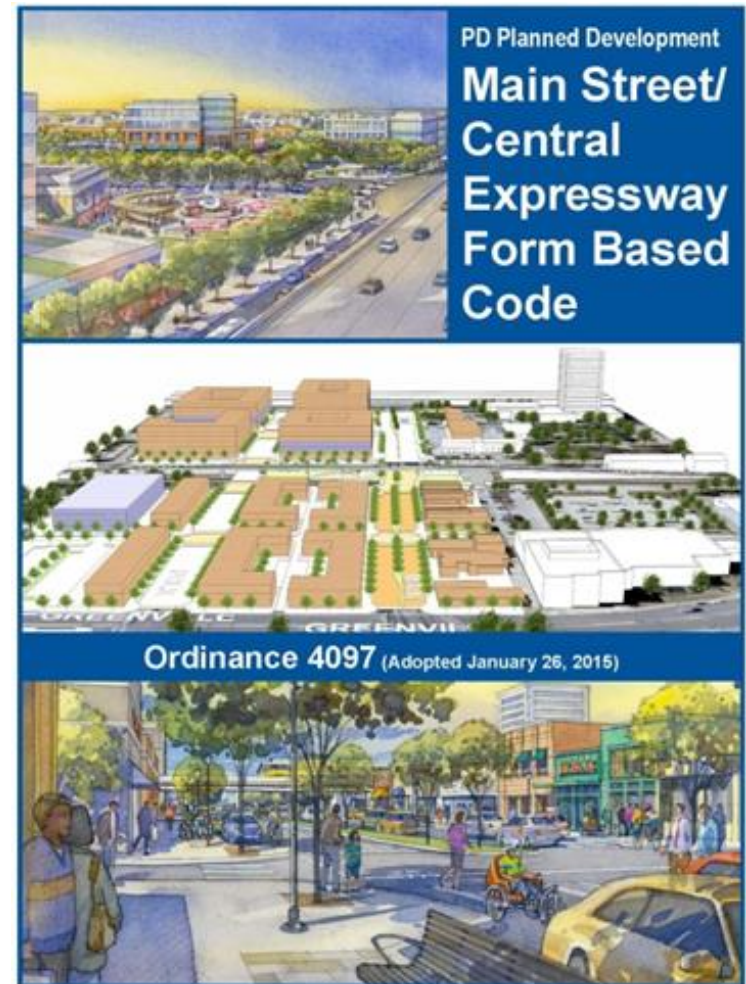
# Form Based Code Coverage

- Covers eight sub-districts in Richardson identified in the *Main Street/Central Expressway Study*.
- Central Sub-districts
  - Interurban
  - Central Place
  - Chinatown
  - Main Street
- Southern Sub-districts
  - Gateway Commercial
  - Creative Corporate
  - Railside
  - Centennial Green



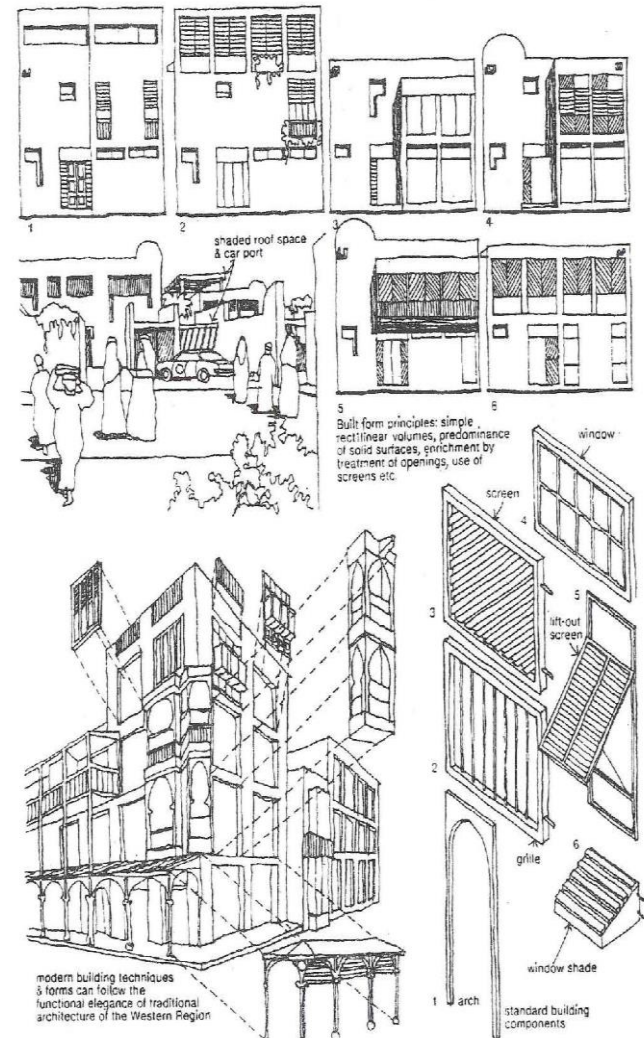
# Working Assumptions for Southern Sub-districts

- Continue to use same Code format for Southern Sub-districts that was previously approved for Central Sub-districts
- Overall, a consistent use list will apply to properties in each sub-district; however, may limit uses in certain instances
- Continue to use the same approach for regulating non-conforming uses, structures, signs and site elements
- City Council and City Plan Commission concurred with these working assumptions (June 2016)



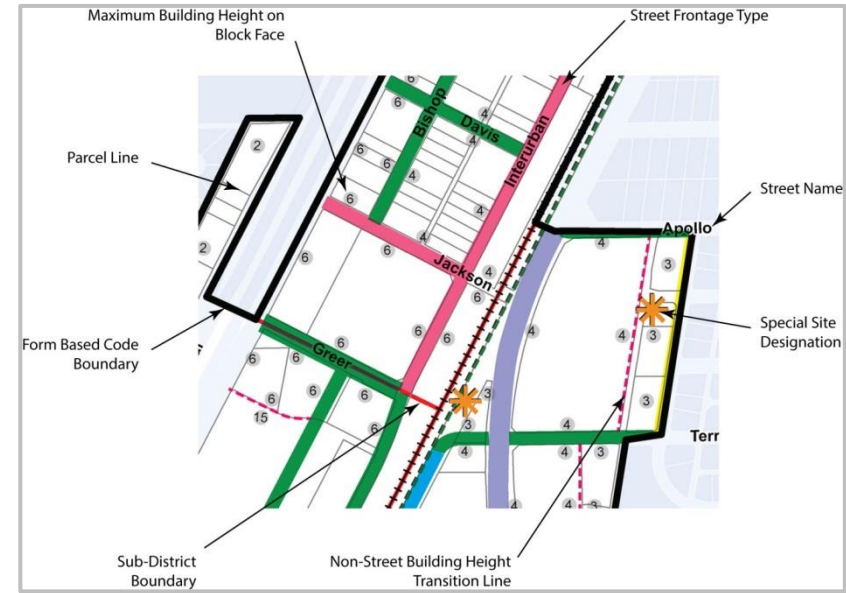
# Form Based Code Components

- Overview of Code
- Sub-districts
- Signage
- Administration
- Definitions
- Appendices



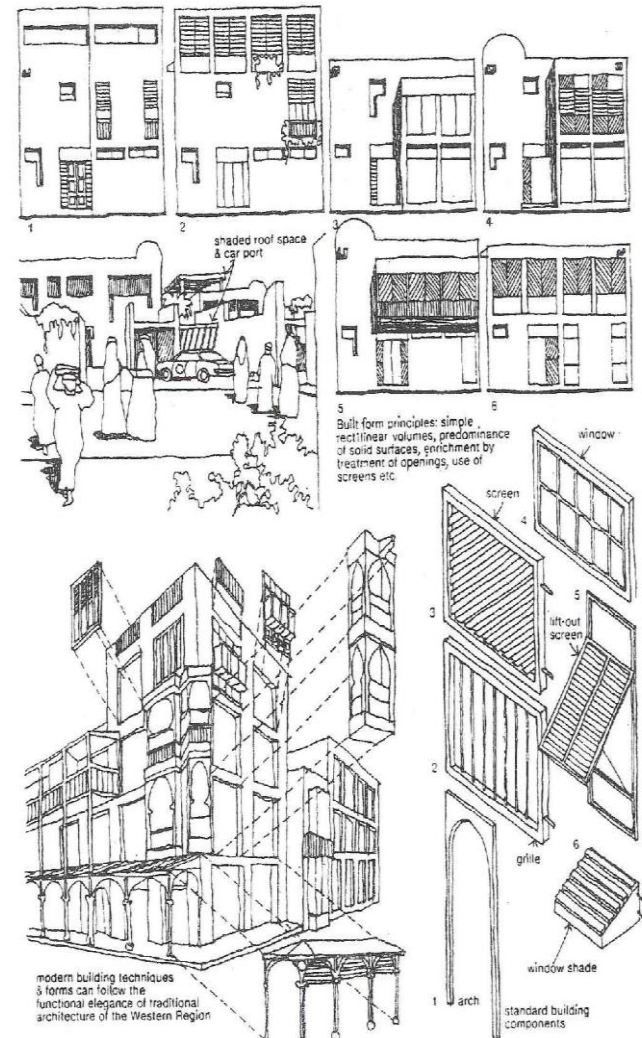
# Form Based Code Components

- Section I – Overview of Code
  - Intent/Purpose
  - Components of Code
  - How to Use the Code
  - Understanding the Regulating Plan
  - Regulating Plan/Sub-district Location



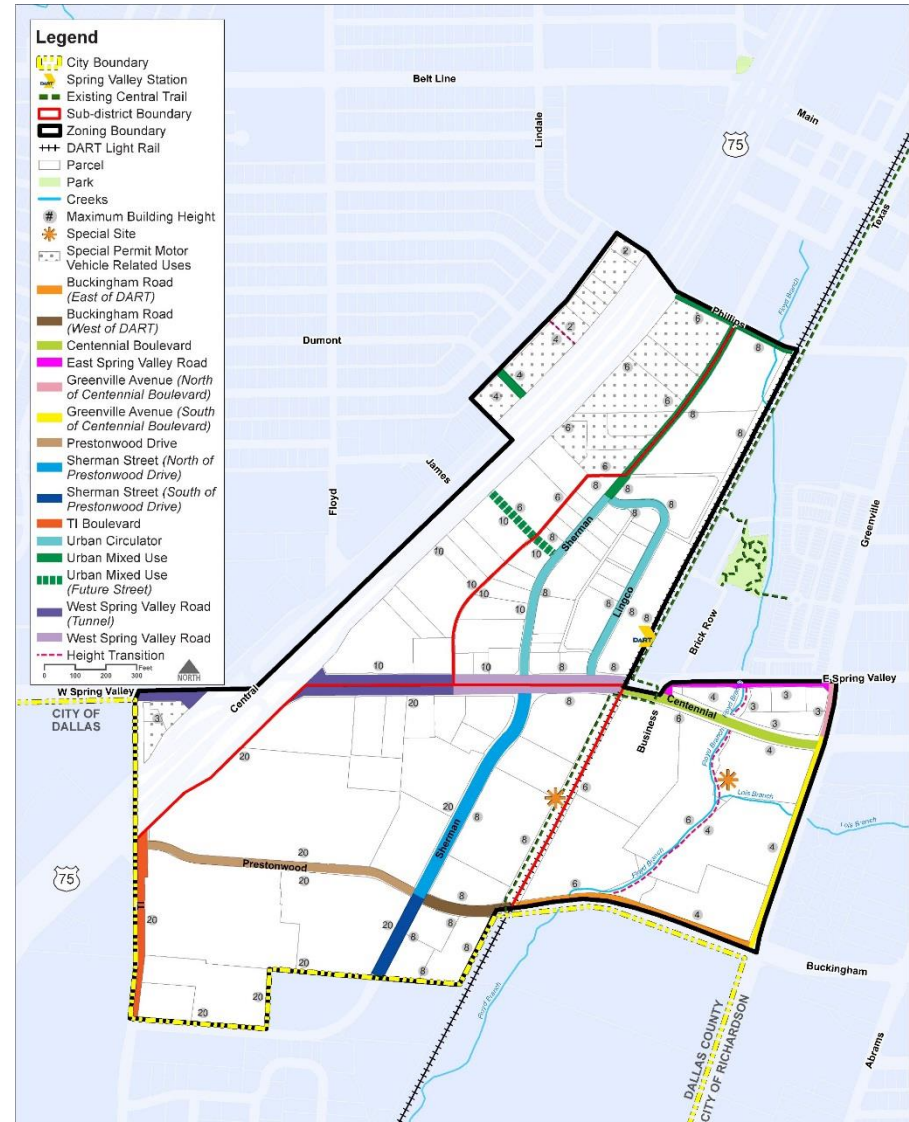
# Form Based Code Components

- Section II - Sub-districts
  - Introduction
  - Regulating Plan
  - Public Open Space Plan
  - Public Parking Plan (where applicable)
  - Building and Envelope Standards
  - Street Typology and Streetscape Standards
  - Architectural Standards
  - Mechanical, Service Areas and Utilities
  - Thoroughfare Screening (where applicable)
  - Residential Zoning District Adjacency (where applicable)
  - Signage



# Overall Sub-district Regulating Plan – Southern Sub-districts

- Identifies how all 4 Southern Sub-districts relate to each other
- 14 individual street types



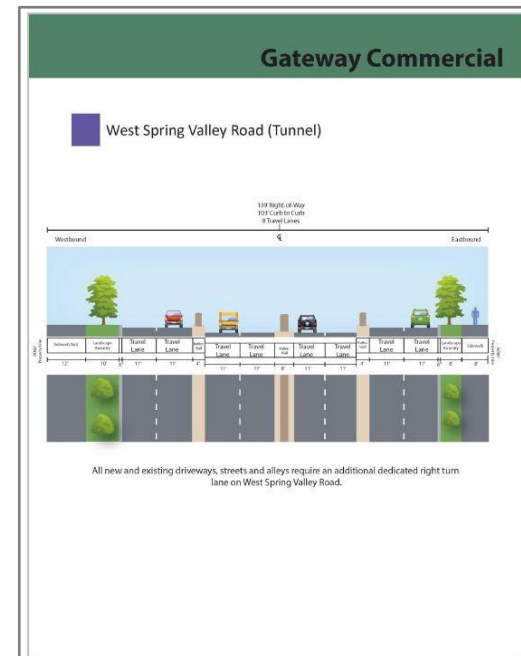
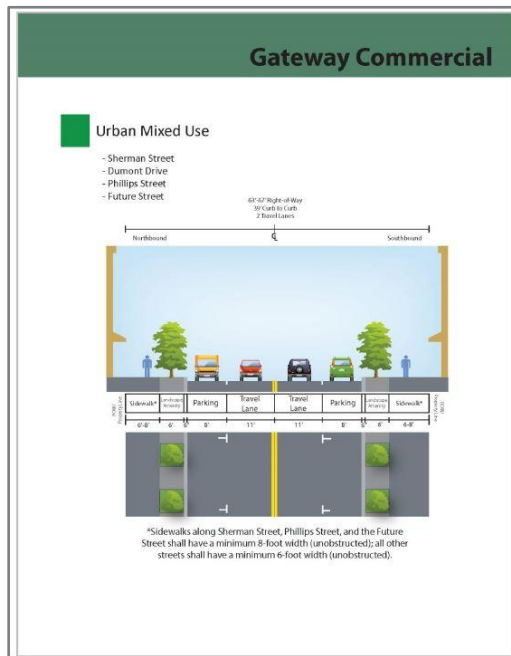
# Gateway Commercial

- Intent/Purpose
  - To create a commercial development “gateway” to the City and business “address” for the corridor
- Regulating Plan
  - 2 street types based on use, existing character
- Public Open Space Plan
  - Identifies general location for potential public open space
  - Identifies general locations for City Gateways



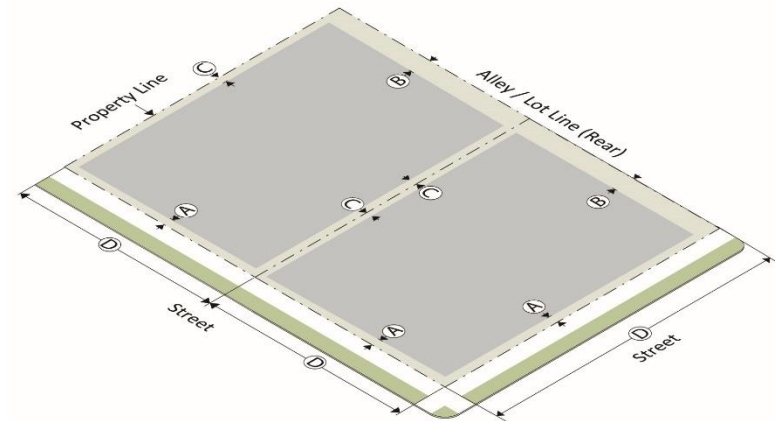
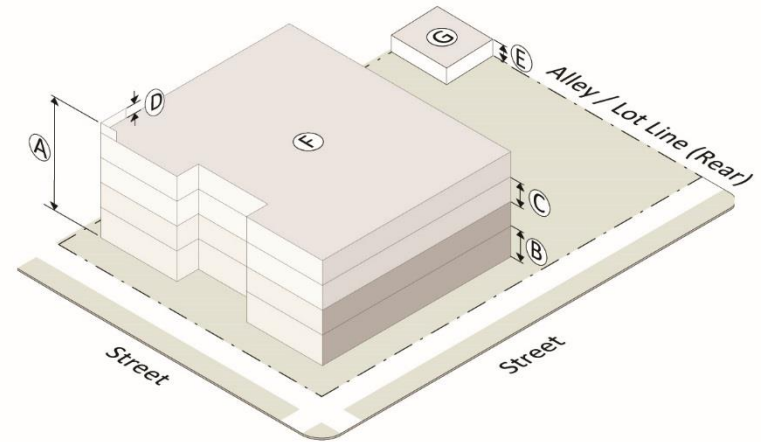
# Gateway Commercial

- Street Typology and Streetscape Standards
  - To regulate street cross sections including number of lanes, on-street parking, street trees, lights, furniture, and sidewalks
  - Ranging from urban mixed use to more suburban context with West Spring Valley Road (Tunnel)



# Gateway Commercial

- Building and Envelope Standards
  - Primarily non-residential land uses – multi-family may be allowed with a special permit
  - Possible height range of 2-10 stories (maximum)
  - Maximum building ground floor varies from 10,000-40,000 square feet based on street type
  - Varying “Required Build-To Zones” based on street frontage from 10-50 feet (west side of Central) to 10-80 feet (Urban Mixed Use)



# Creative Corporate

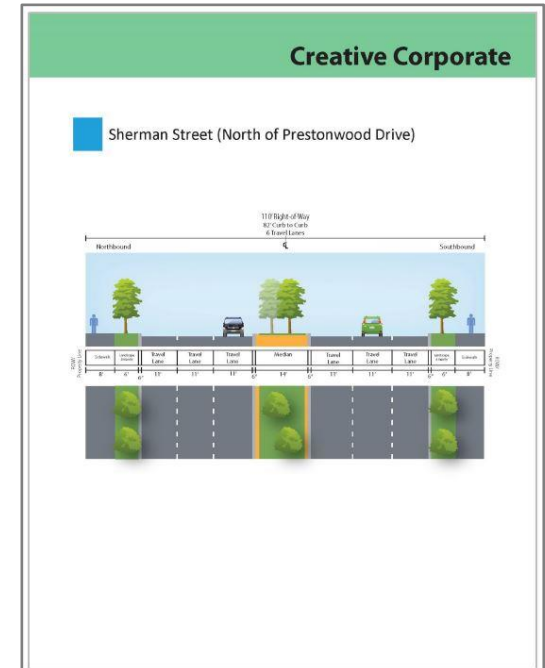
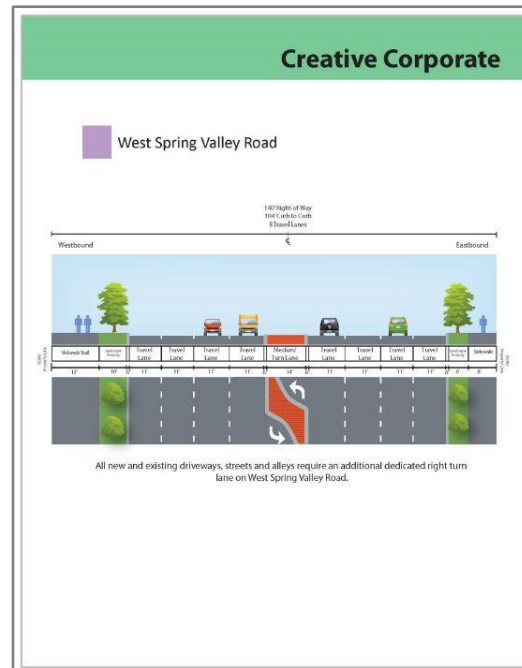
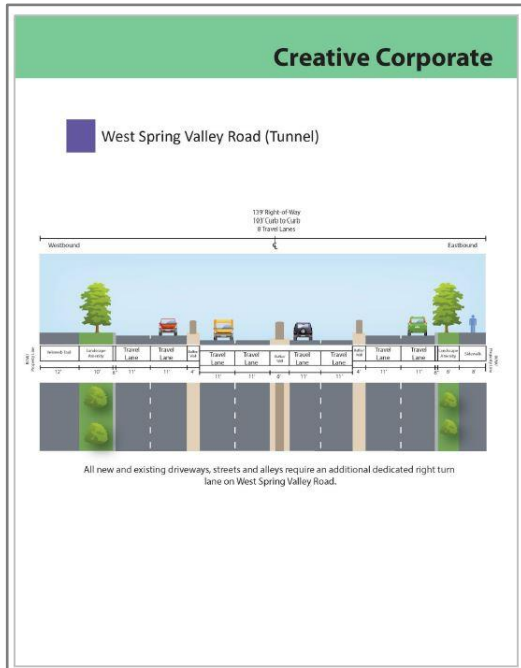
- Intent/Purpose
  - To attract creative, innovative corporations to the corridor oriented towards creativity, design and “knowledge” workers
- Regulating Plan
  - 7 street types based on use, existing character
- Public Open Space Plan
  - Identifies general locations for potential public open space
  - Identifies general locations for potential City Gateway markers/identification



# Creative Corporate

## ■ Street Typology and Streetscape Standards

- To regulate street cross sections including number of lanes, on-street parking, street trees, lights, furniture, and sidewalks
- Accommodates both suburban and urban infill development context, including providing opportunities for bicycle transportation
- Integrates amenity zones and sidewalks in a context sensitive manner

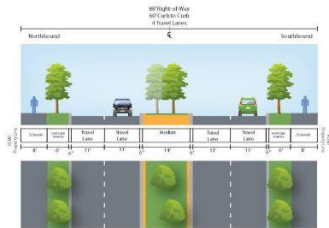


# Creative Corporate

## Street Typology and Streetscape Standards (continued)

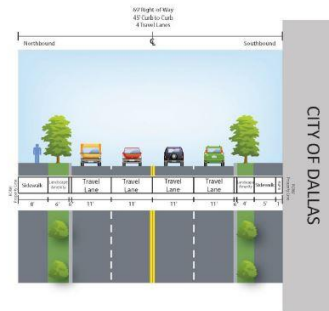
### Creative Corporate

#### Sherman Street (South of Prestonwood Drive)



### Creative Corporate

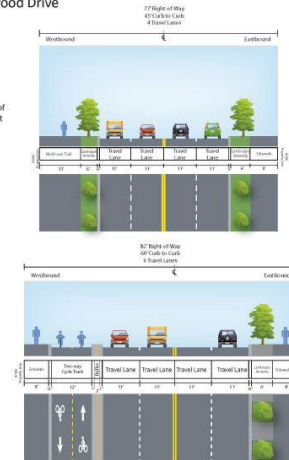
#### TI Boulevard



### Creative Corporate

#### Prestonwood Drive

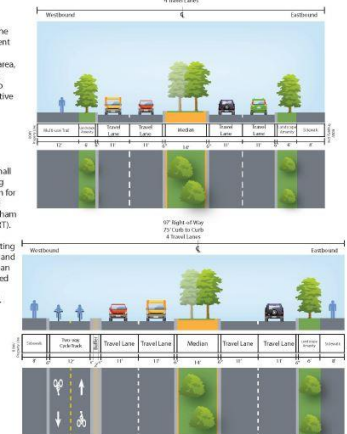
1. All new and existing driveways, streets, and alleys may require an additional dedicated right turn lane on Prestonwood Drive.
2. Depending upon the type of development and density that occurs within the area, a cycle-track is the preferred option to provide an alternative means of transportation to serve the area.
3. The street cross-section constructed first shall be the determining street cross-section for all of Prestonwood Drive and Buckingham Road (west of DART).



### Creative Corporate

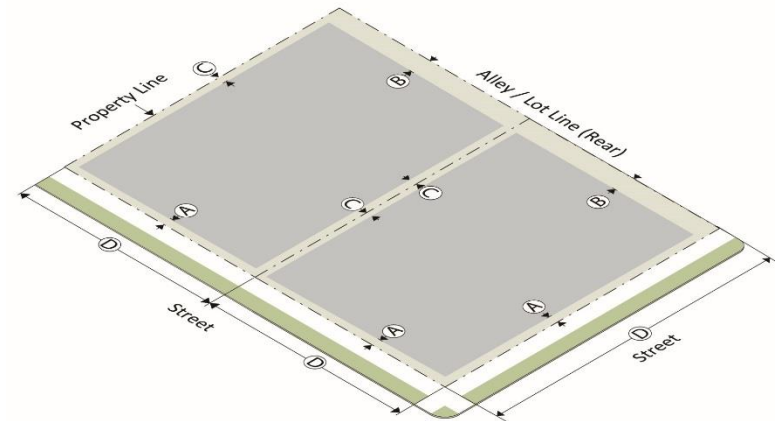
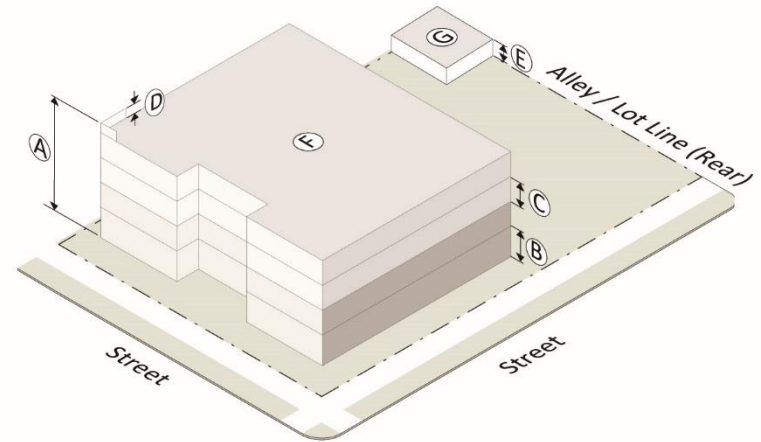
#### Buckingham Road (West of DART)

1. Depending on the type of development and density that occurs within the area, a cycle-track is the preferred option to provide an alternative means of transportation to serve the area.
2. The street cross-section constructed first shall be the determining street cross-section for all of Prestonwood Drive and Buckingham Road (West of DART).
3. All new and existing driveways, streets, and alleys may require an additional dedicated right turn lane on Buckingham Road.



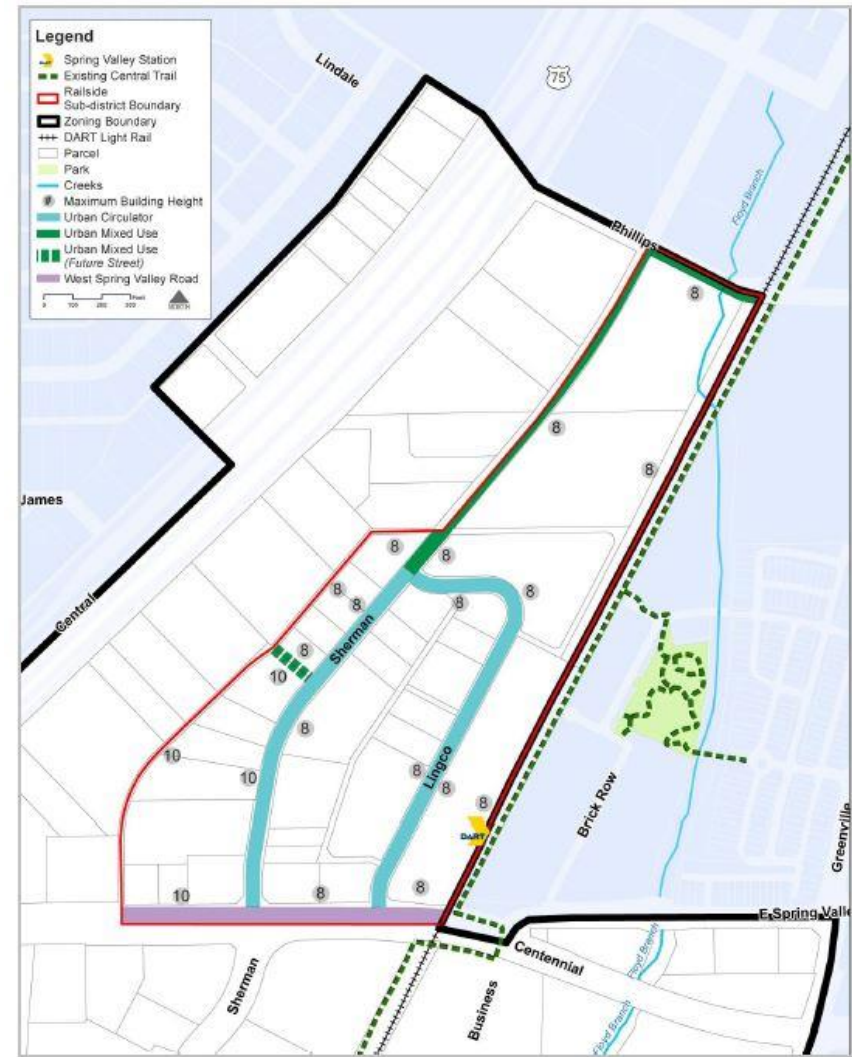
# Creative Corporate

- Building and Envelope Standards
  - Primarily non-residential land uses – multi-family may be allowed with a special permit
  - Possible height range of 8-20 stories (maximum)
  - Maximum building ground floor varies from 15,000-100,000 square feet based on street type
  - Varying “Required Build-To Zones” based on street frontage from 0-20 feet (TI Boulevard) to 10-80 feet (West Spring Valley Road)
  - Minimum 10-foot front yard building setback (Prestonwood Drive)



# Railside

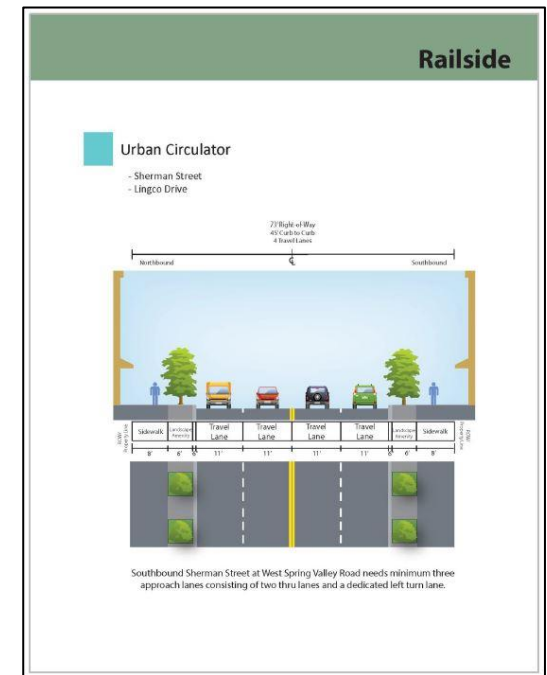
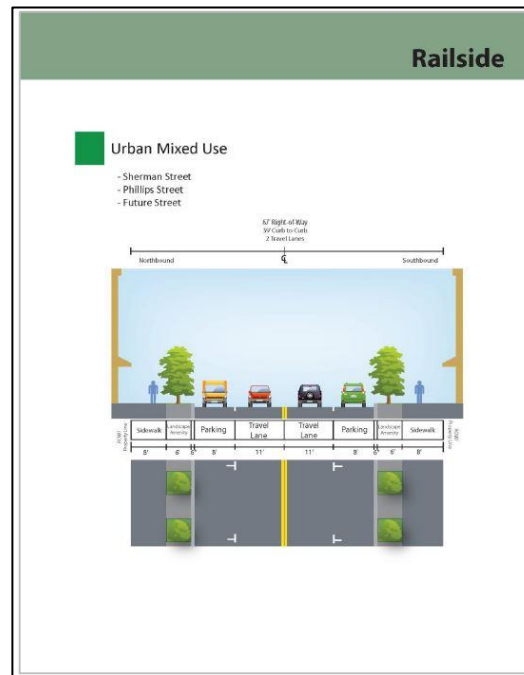
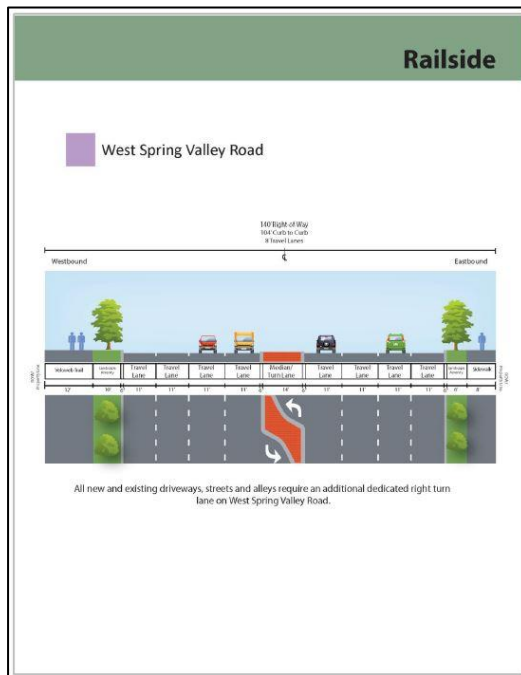
- Intent/Purpose
  - Positions Richardson as a community concerned with sustainability and the arts, focused on adaptive reuse
  - New development (including residential and other transit supporting uses) is also envisioned with high quality urban character
- Regulating Plan
  - 3 street types based on use, future character
- Public Open Space Plan
  - Encourages public art, public spaces
- Public Parking Plan
  - Support sub-district through “park once”
  - Encourages shared parking



# Railside

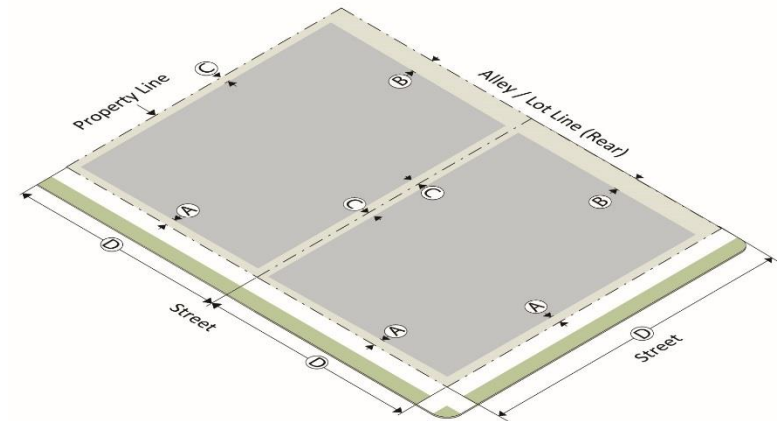
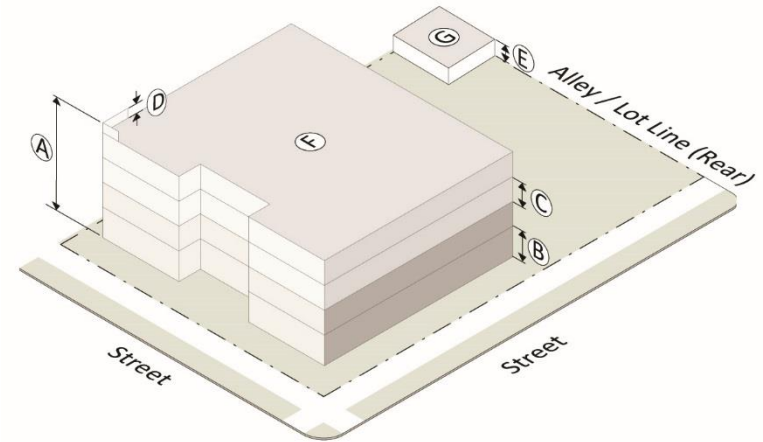
## Street Typology and Streetscape Standards

- To regulate street cross sections including number of lanes, on-street parking, street trees, lights, furniture, and sidewalks
- Ranging from suburban commercial context to urban mixed use character
- Integrates amenity zones and sidewalks in a context sensitive manner



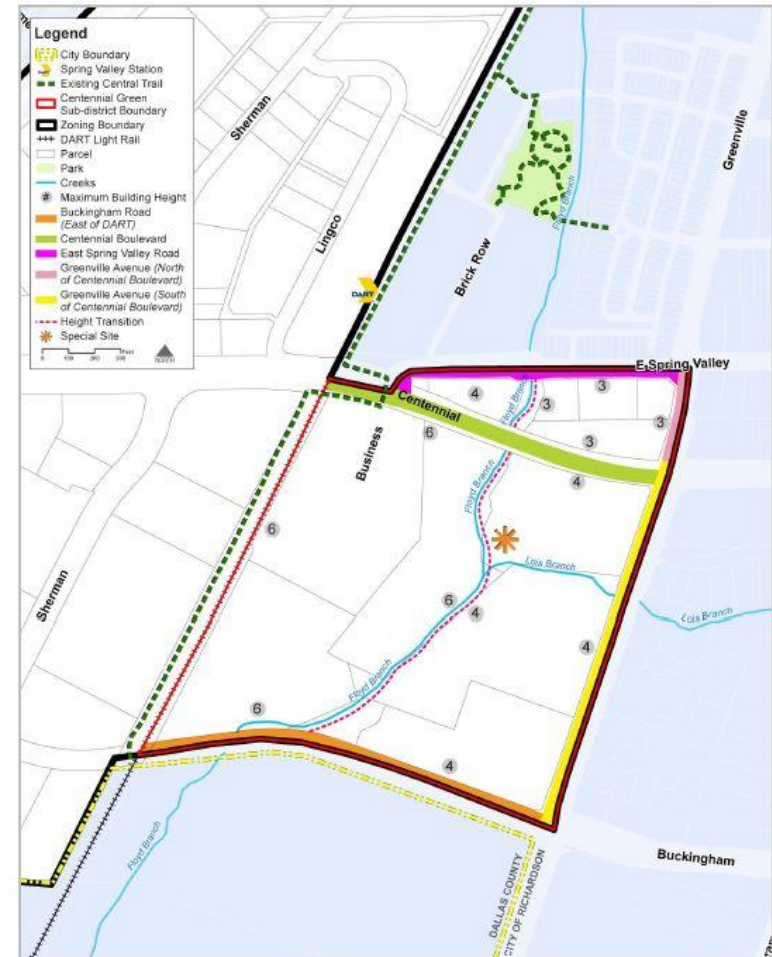
# Railside

- Building and Envelope Standards
  - Extensive range of residential and commercial land uses
  - Possible height range of 8-10 stories (maximum)
  - Maximum building ground floor varies from 15,000-30,000 square feet based on street type
  - Varying “Required Build-To Zones” based on street frontage from 0-10 feet (Urban Mixed Use) to 10-80 feet (West Spring Valley Road)



# Centennial Green

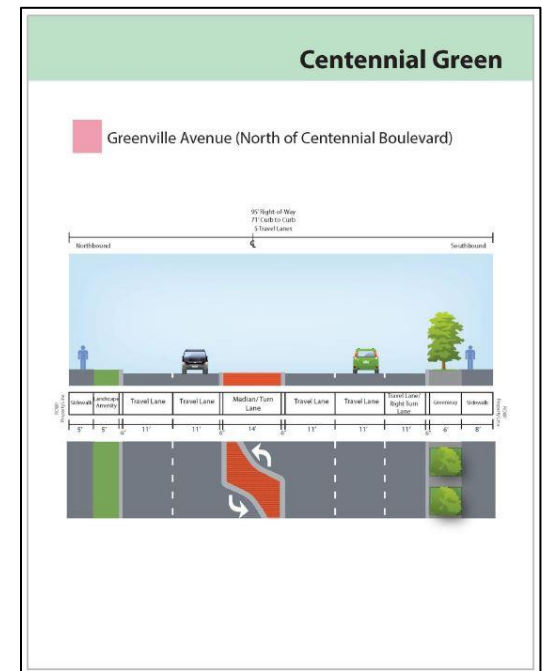
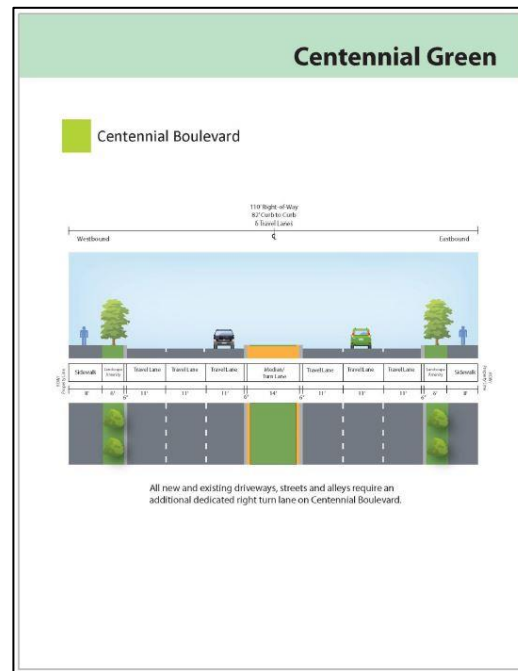
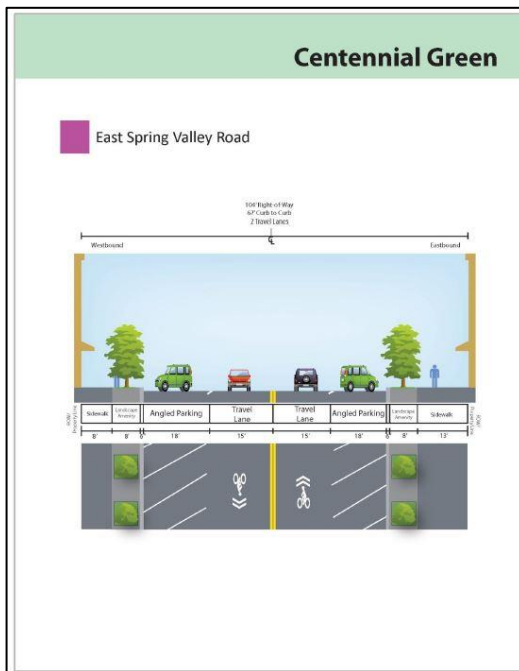
- Intent/Purpose
  - To support ultimate build-out of transit oriented development at the DART Spring Valley Station
  - Provides support housing for Creative Corporate and Gateway Commercial sub-districts
- Regulating Plan
  - 5 street types based on use, existing character
- Public Open Space Plan
  - Encourages public open space to support future residential development



# Centennial Green

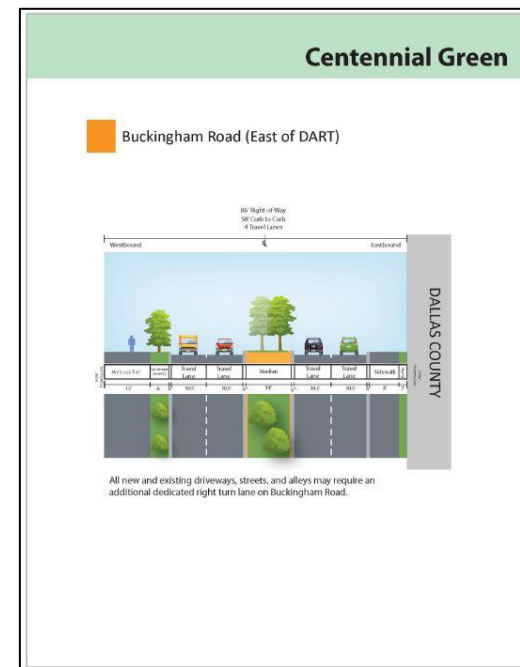
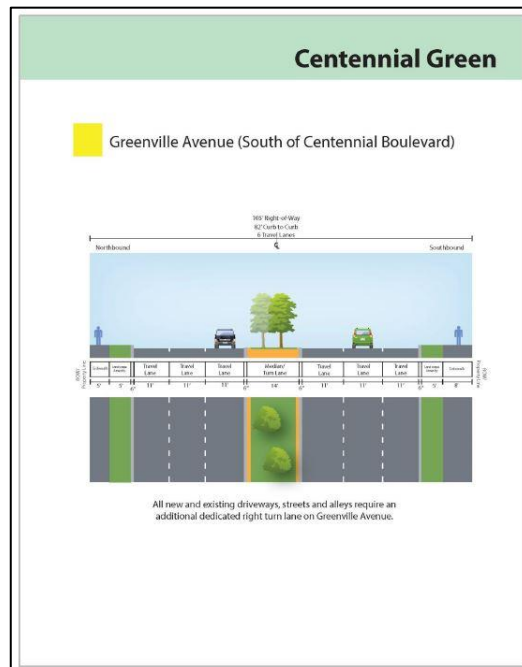
- Street Typology and Streetscape Standards

- To regulate street cross sections including number of lanes, on-street parking, street trees, lights, furniture, and sidewalks
- Ranging from suburban commercial context along West Spring Valley Road to urban mixed use character along East Spring Valley Road
- Integrates amenity zones and sidewalks in a context sensitive manner



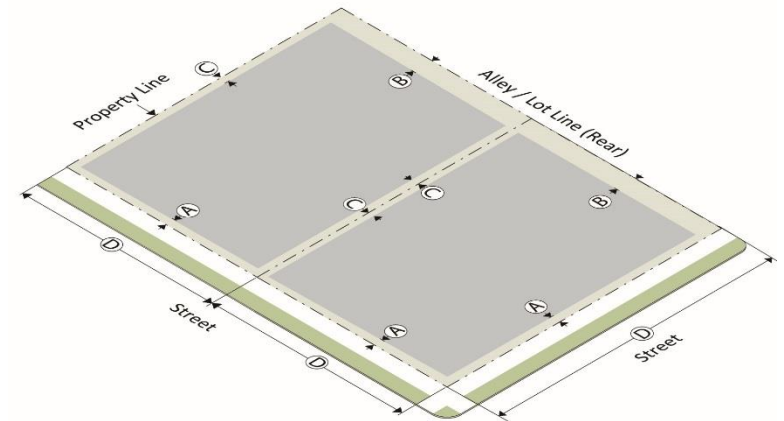
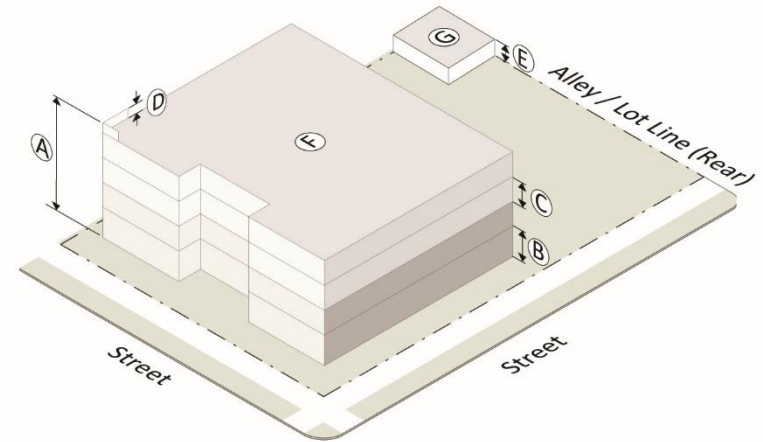
# Centennial Green

- Street Typology and Streetscape Standards (continued)



# Centennial Green

- Building and Envelope Standards
  - Allows residential uses with some commercial uses; vertical integration of uses required west of Floyd Branch
  - Possible height range of 3-6 stories (maximum)
  - Maximum building ground floor varies from 15,000-30,000 square feet based on street type
  - Varying “Required Build-To Zones” based on street frontage from 0-10 feet (East Spring Valley Road) to 10-80 feet (Centennial Boulevard)
  - Minimum 10-foot front yard building setback (Greenville Avenue south of Centennial Boulevard)



# All Southern Sub-districts

- Urban Design/Street Furnishings
- Architectural Standards
  - Contemporary influenced materials and techniques for walls, roofs, windows and doors, and lighting and mechanical equipment
  - Consistent with the design character established within the West Spring Valley Corridor
- Signage Standards
  - Integrated with building design and district theme

Pedestrian Light



Bench



Trash Receptacle



Planter



Tree Grate



Bike Rack



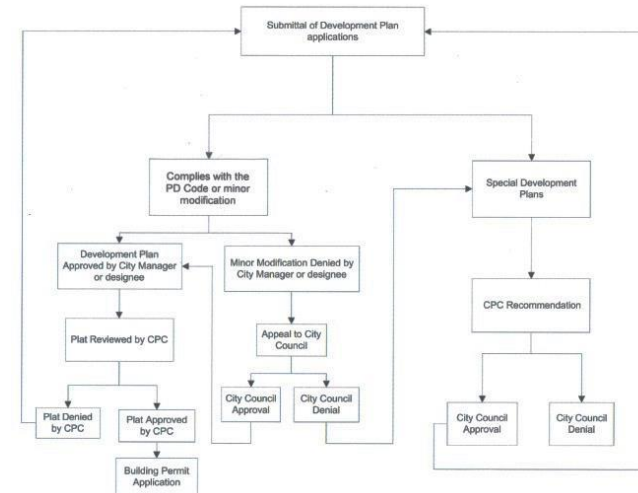
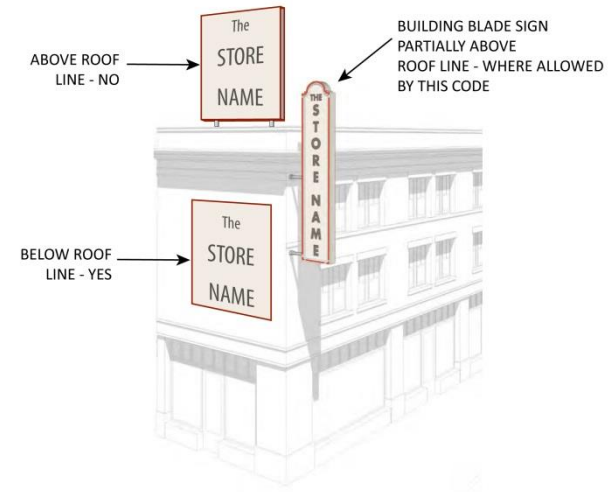
# Signage, Administration and Definitions

## ■ Signage

- Regulates 24 types of signs permitted in sub-districts allowing signage consistent with pedestrian-oriented, as well as auto-oriented (i.e. US 75) environments
- Has been updated to reflect inclusion of southern sub-districts

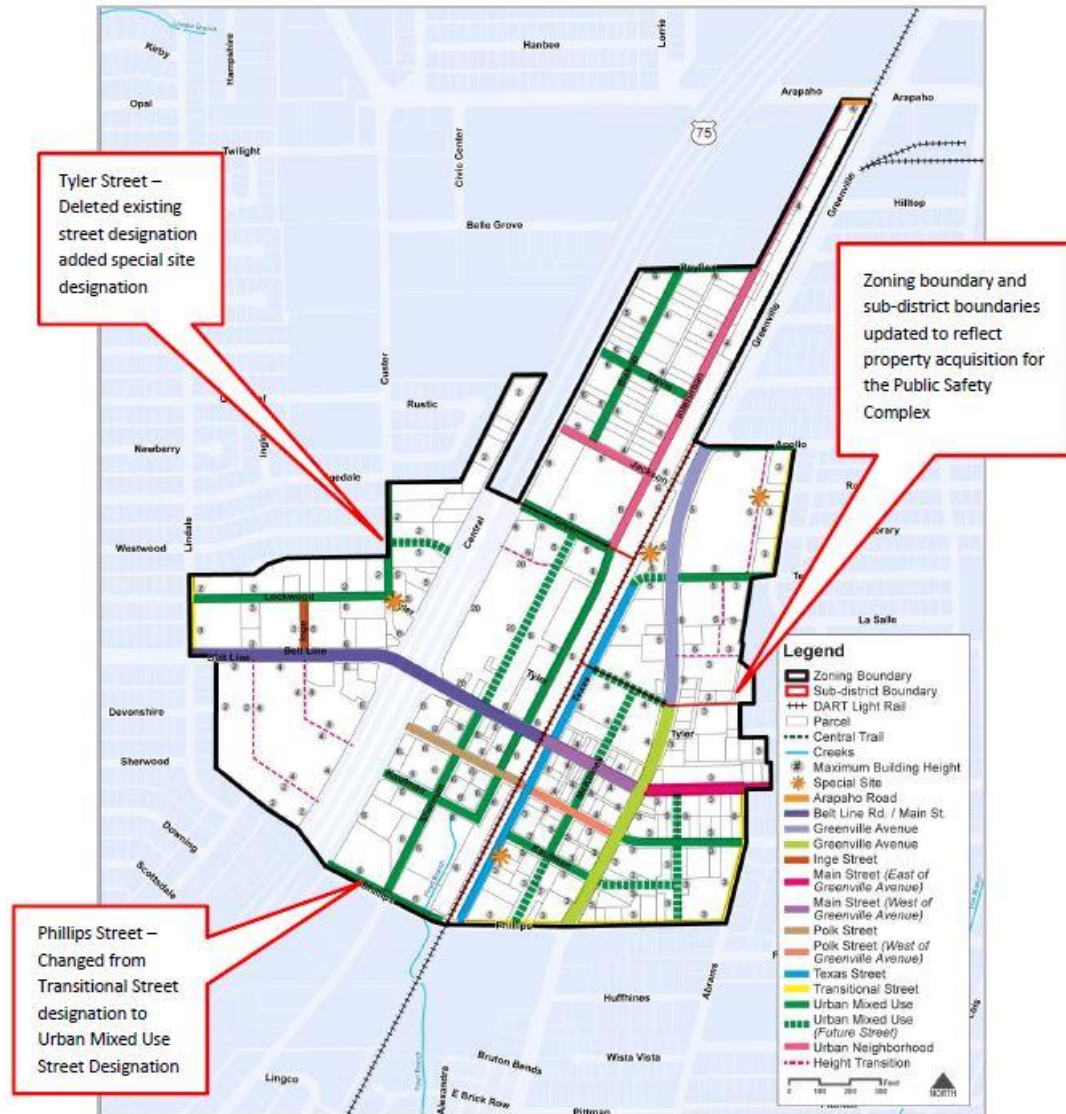
## ■ Administration

- Review and approval process based on ordinance criteria to permit streamlined review and approval
- Allows for administrative review and approval for most projects
- Non-conforming uses, structures, signs and site elements are regulated
  - In general, no expansion of non-conformities but may continue; exception: Code allows for limited expansion of non-conforming buildings provided certain criteria are met (see IV.H.5.)
- Comprehensive list of definitions not currently in Comprehensive Zoning Ordinance and/or where the definition needed to be updated



# Updates to Central Sub-districts Regulating Plans

- Modified zoning boundary and sub-district boundaries to reflect property acquisition for Public Safety Complex
  - Affected Main Street and Chinatown sub-districts
  - Updated all maps in Code affected by boundary changes
- Tyler Street – deleted existing street designation and added special site designation
- Phillips Street – changed from Transitional Street to Urban Mixed Use street designation to conform to Southern Sub-districts



# Updates to Central Sub-districts Code

- Amendments/refinements identified including (but not limited to):
  - ✓ On-premise alcoholic beverage consumption
    - Exemption currently exists in current Code for private club establishments, from the minimum contiguous zoned area (5 acres) and number of establishments per area (1 per 10 acres) requirements of the Code of Ordinances
    - Amending Code to exempt all establishments serving or selling alcohol for on-premise consumption (e.g. restaurants and microbreweries) from the minimum contiguous zoned area and number of establishments per area requirements in the Code of Ordinances.
  - ✓ Belt Line Road/Main Street
    - Re-evaluated the street cross-section west of Greenville Avenue
    - Proposed alternate street cross-section that works within the existing 80-foot right-of-way



# Updates to Central Sub-districts Code

- ✓ Use charts
  - Application of supplemental use requirements for certain uses
  - Consistency with other recent CZO amendments
  - Allow for winery/distillery in certain sub-districts
- ✓ Mews streets and alleys
  - Removed alley requirement – other access options available to assist with circulation (i.e. fire lanes)
  - Included an option for SF-A home wanting to front on a mews street
- ✓ Building frontage build-out
  - Allowed publicly accessible open space to also satisfy requirement
  - Reduced percentages along certain street frontages to accommodate access to properties, as well as regional contextual development (along Central Expressway)
- ✓ Architecture materials
  - Revised provisions that relate to public realm
  - Clarified when certain provisions apply



# Updates to Central Sub-districts Code

- ✓ Mechanical equipment screening
  - Clarification to existing provisions
  - Added ground mounted equipment screening requirements
- ✓ Exemption for municipally-owned facilities
  - Universal exemption being proposed due to unique consideration associated with operating municipal facilities, and in order to design facilities to serve the needs of the general public
- ✓ Future Streets
  - Added language explaining how future streets will likely occur
  - Included process that addresses if property owner requests to modify street location
- ✓ Signage
  - Clarified Chapter 18 applicability
  - Clarified signage lighting requirements, permitting procedures, and made updates to regulations due to recent amendments to Chapter 18 (including electronic message/digital display)



# Updates to Central Sub-districts Code

- ✓ Dumpsters\*
  - Placement requirements modified
  - Clarified recycling allowed – must follow screening and placement standards for all dumpsters
- ✓ Outdoor seating areas/patios\*
  - Established new regulations which regulate materials that may be used for patio enclosures
  - Clarified placement requirements
- ✓ Fences/Screening Walls and Street Walls\*
  - Established new regulations which regulate placement and materials that may be used
  - Interurban Sub-district – contracting operations and limited motor vehicles uses only allowed to have fencing between the building and street right-of-way provided certain requirements are met

*\*Requested by property/business owners*



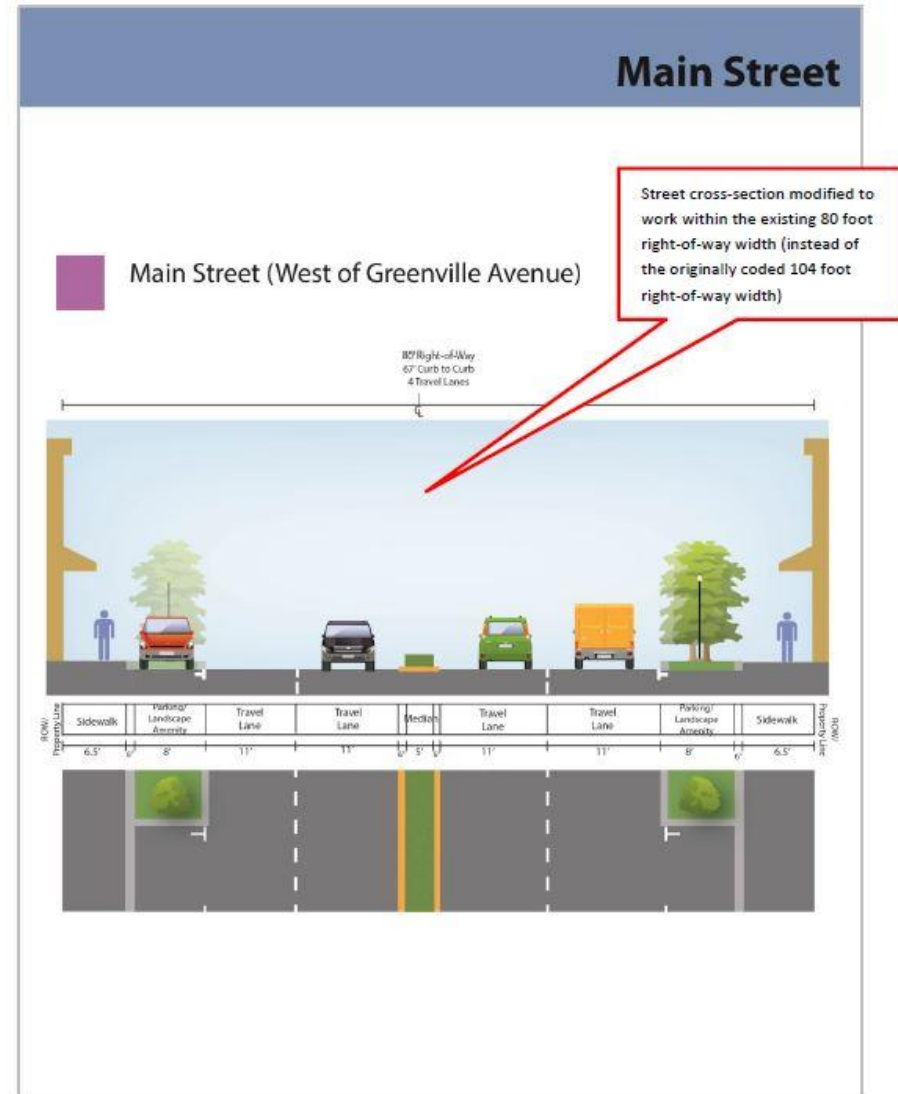
# Updates to Central Sub-districts Code

- ✓ Non-conforming properties
  - Clarification of provisions related to other proposed amendments
  - Accommodation for non-conforming buildings due to their existing height
- ✓ Definitions
  - Removal (e.g. massage establishment), new additions (e.g. established building line), and clarifications
- ✓ Scrivener's errors, references



# Updates to Central Sub-districts Street Typologies

- Modified the Main Street (West of Greenville Avenue) cross-section to work within existing 80-foot right-of-way
- Updated two street typologies in Central Place (Urban Mixed Use Street and Transitional Street) due to adding Southern Sub-districts
- Updated one street typology in Chinatown (Urban Mixed Use) due to street reference correction needed
- Added a new Mews Street cross-section



**Next Steps**

## Next Steps

- City Plan Commission conducts public hearing
  - May close public hearing on September 20 and issue a recommendation
  - May close public hearing on September 20 and table to October 6 to continue deliberations
  - May continue the public hearing and deliberations to October 6
- Commission will be making recommendation to the City Council
  - Recommend approval as submitted
  - Recommend approval with additions or amend conditions/provisions within the Code
  - Recommend denial
- Earliest possible City Council hearing date: October 24, 2016



# *City Plan Commission Public Hearing*

## *September 20, 2016*



Image Source – City of Richardson



**MAIN STREET / CENTRAL - REZONING INITIATIVE | PHASE III SOUTH END**

Kimley»Horn  
**JACOBS**  
Richardson, Texas